

Metrolinx GO Expansion Program

Public Consultation #3 Briefing

City of Burlington

Environment, Infrastructure & Community Services

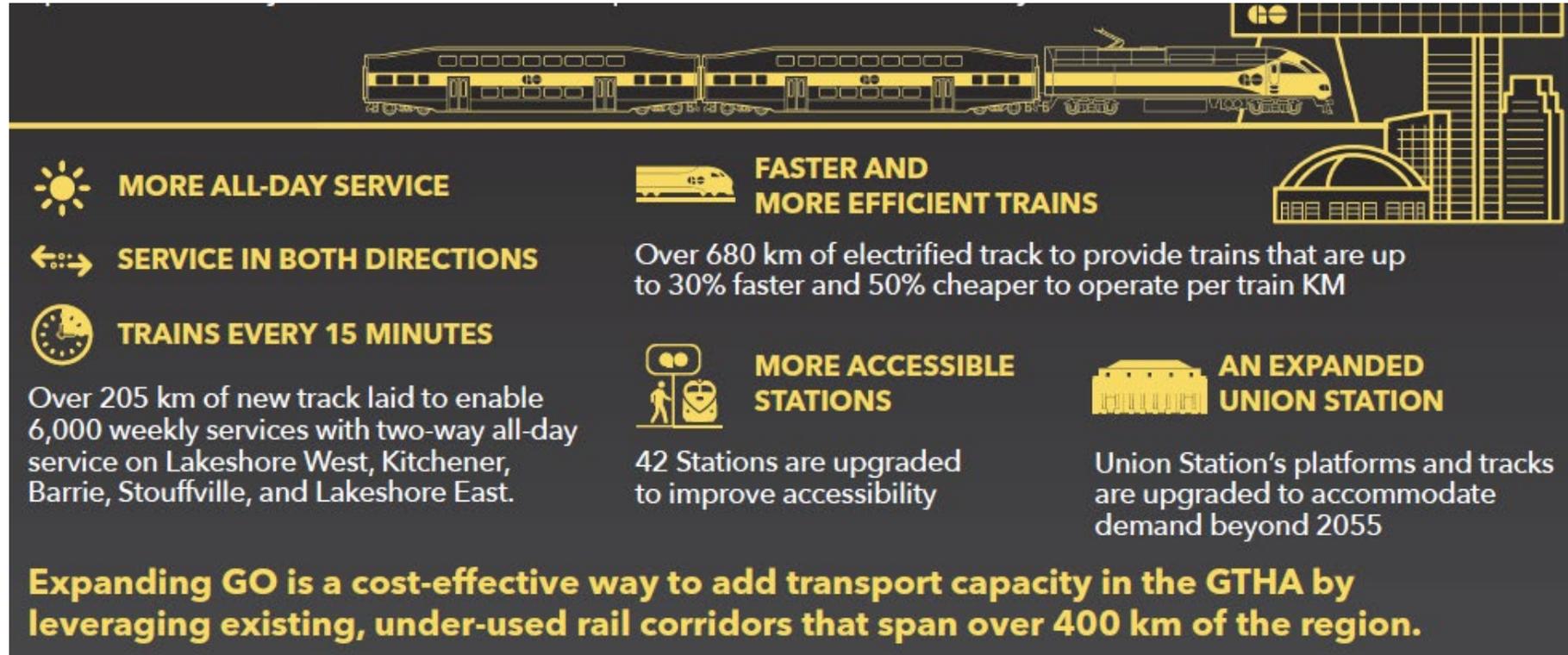
Committee

December 7, 2020

GO Expansion Overview and Service Plan

OVERVIEW OF THE GO EXPANSION PROGRAM

Metrolinx is en route to transform and modernize its rail system with the implementation of the GO Rail Expansion Program - an investment program intended to provide:



The infographic features a dark background with yellow text and icons. At the top, a yellow GO train is shown. Below it, six key program features are listed, each with an icon and a brief description. At the bottom, a summary statement is provided in yellow text.

-  **MORE ALL-DAY SERVICE**
-  **FASTER AND MORE EFFICIENT TRAINS**
Over 680 km of electrified track to provide trains that are up to 30% faster and 50% cheaper to operate per train KM
-  **SERVICE IN BOTH DIRECTIONS**
-  **TRAINS EVERY 15 MINUTES**
Over 205 km of new track laid to enable 6,000 weekly services with two-way all-day service on Lakeshore West, Kitchener, Barrie, Stouffville, and Lakeshore East.
-  **MORE ACCESSIBLE STATIONS**
42 Stations are upgraded to improve accessibility
-  **AN EXPANDED UNION STATION**
Union Station's platforms and tracks are upgraded to accommodate demand beyond 2055

Expanding GO is a cost-effective way to add transport capacity in the GTHA by leveraging existing, under-used rail corridors that span over 400 km of the region.

This transformation will bring fundamental changes to GO Transit's seven (7) operating rail corridors. It will result in the implementation of over 205 km of new track and 680 km of electrified track that will be laid to allow for the more frequent and efficient movement of trains.

Go expansion – Lakeshore west

LSW Lakeshore West

Lakeshore West Today

Lakeshore West is GO Rail's most heavily used corridor, with 48,000 peak passengers and 16,000 mid-day, contra-peak, and all-day passengers. Large parts of the corridor have been urbanized since the 1950s but intensification continues especially around Oakville and Aldershot stations.

The Lakeshore West Line currently offers two-way all-day service between Union Station and Aldershot with trains arriving every 15-20 minutes in the peak period and every 30 minutes throughout the rest of the day and on evenings and weekends. Additionally, there are trains to Union Station from Hamilton in the morning and trains from Union Station to Hamilton in the evening.

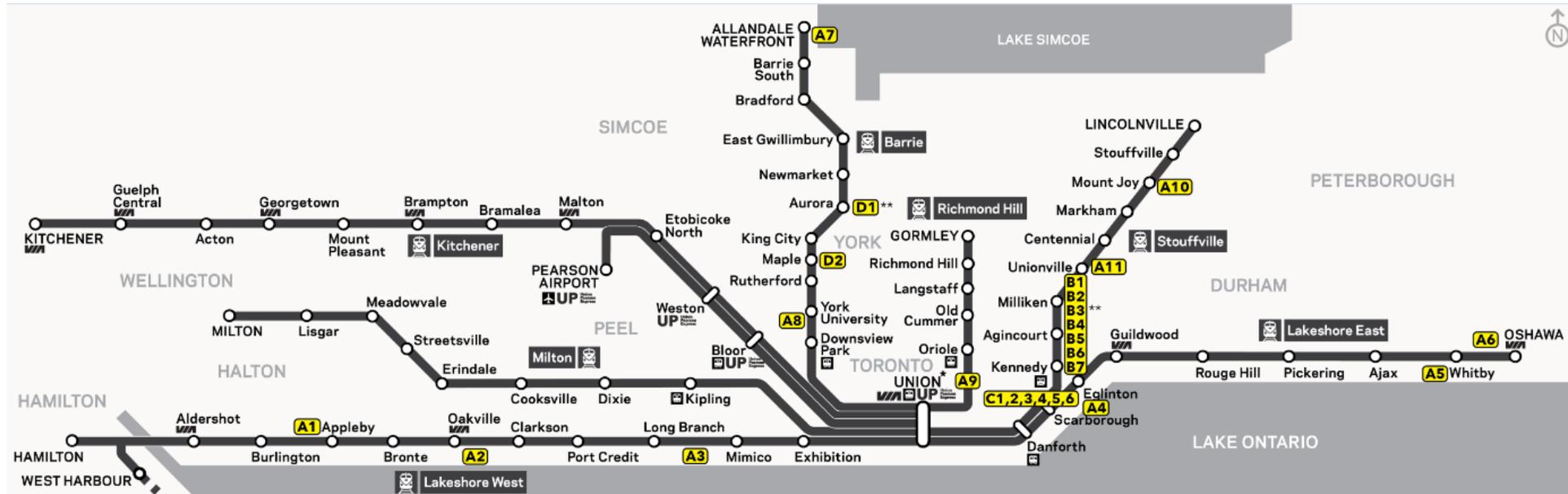


Table 3.2: GO Expansion Improvements to the Lakeshore West Line

Program Element	Performance Objectives	Next Steps
MORE ACCESSIBLE STATIONS	<ul style="list-style-type: none"> Customers can board and alight faster, reducing trip times by 2-5 minutes 	<ul style="list-style-type: none"> Improvements at: Exhibition, Mimico, Long Branch, Clarkson, Oakville, Bronte, Appleby, Burlington
MORE ALL-DAY SERVICE	<ul style="list-style-type: none"> 282 weekday services Detailed service plan shown in Figure 3.5 Two-way all-day service between Union and Hamilton, fifteen minute service or better between Burlington and Union 	<ul style="list-style-type: none"> 20.4 km of new track, two new road/rail separations All-day EMU service comprises 2 tph stopping at all stations to/from Burlington, and 2 tph stopping at all stations to/from Oakville. All-day Aldershot trains stop at Burlington, Bronte, Appleby, Oakville and Clarkson offering a combined service from these stations, half of which are express from Oakville Oakville and Clarkson have 6 tph, comprising 2 express and 4 all stations. Port Credit and all stations to Union have 4 tph all day
SERVICE IN BOTH DIRECTIONS		
TRAINS EVERY 15 MINUTES		
FASTER AND MORE EFFICIENT TRAINS	<ul style="list-style-type: none"> Up to 8% faster for electric locomotive services Up to 29% faster for EMU service 	<ul style="list-style-type: none"> Electrification from Union Station to Burlington Station (205 km of electrified track) Use of electric rolling stock (locomotives and EMUs)

New Track and Facilities Transit Project Assessment Process (TPAP)

INFRASTRUCTURE REQUIRING TPAP/ADDENDA APPROVAL MAP



New Track and Facilities TPAP:

- A1** New Walkers Line Layover by Appleby GO
- A2** Track Upgrades by Oakville GO
- A3** Track Upgrade by Long Branch GO
- A4** New Turnback Track by Eglinton GO
- A5** Track Upgrades by Whitby GO
- A6** New Third Track, Thickson Rd Bridge Expansion, and New Track and Island Platform at Oshawa GO
- A7** New Track by Allandale GO
- A8** New Track by York University GO
- A9** Track Upgrades, Electrification of Rail Corridor from Union Station to Pottery Rd, and New Don Valley Layover
- A10** New Passing Track, New Side Platform at Mount Joy GO
- A11** New Track, New Island Platform, and New Unionville Storage Yard by Unionville GO

Stouffville Rail Corridor Grade Separations TPAP:

- B1** Denison St, Road Underpass
- B2** Kennedy Rd, Road Underpass
- B3** Passmore Ave, Road Underpass**
- B4** McNicoll Ave, Road Underpass
- B5** Huntingwood Dr, Road Underpass
- B6** Havendale Rd, Road Closure with Multi-use Crossing
- B7** Progress Ave, Road Overpass

Scarborough Junction Grade Separation TPAP:

- C1** Scarborough GO Modification / Relocation
- C2** Rail Bridge Widening at St. Clair Ave E
- C3** Midland Layover
- C4** Stouffville Line Rail-Rail Grade Separation
- C5** Depressed Rail Under Danforth Rd
- C6** Corvette Park Multi-Use Crossing

Network Wide Structures Project:

- D1** Wellington St, Road Underpass**
- D2** McNaughton Rd, Road Overpass

System-Wide Projects:

-  Noise and Vibration Assessment Update
-  Air Quality Assessment Update

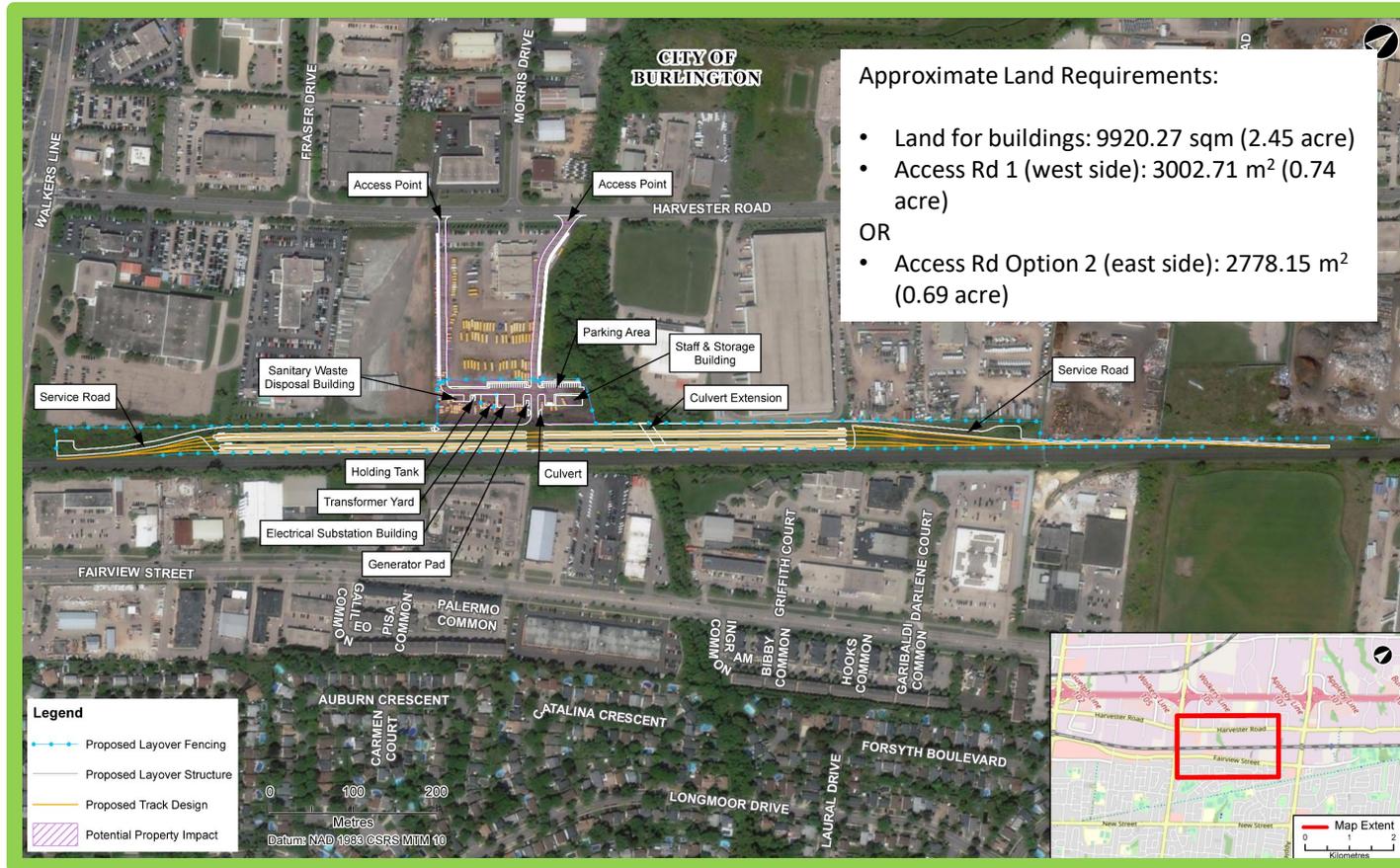
*Union Station Trainshed Improvements

** to be explored in a future Addendum

Updated map for Public Consultation Round 3

Walkers Line Layover

The location of the proposed Walkers Line Layover Facility has been shifted since Round 2 of public consultation. The current proposed location is also within the City of Burlington, at a neighbouring property.



Proposed Site Plan

Revised Design Elements:

- Staff access has been shifted east along Harvester Road.
- Crew services and parking have been moved to an adjacent property.
- Storage tracks remain within Metrolinx's right-of-way.

Design Elements:

- Electrification infrastructure*
- Storage of 9 GO Trains
- Fleet Storage, Crew Services, and Staff Parking
- Connections to mainline Lakeshore West Corridor track at west and east ends.

** Electrification of the Lakeshore West Corridor was previously approved as part of the 2017 GO Rail Network Electrification TPAP.*

Walkers Line Layover



Walkers Line Layover

Future Work Commitments

Although the anticipated effects and proposed mitigation measures presented during Public Information Centre #2 are still largely valid for the newly-proposed location, the following additional activities will be completed prior to construction:

- A Phase 1 Environment Site Assessment will be completed to determine if there is potential for existing contamination on-site, and whether additional study is needed.
- A Hydraulic Analysis will be completed to determine the impacts of lengthening the existing Shoreacres Creek culvert, and to determine if additional mitigation is required.

Metrolinx will continue to communicate and engage with stakeholders during detailed design and construction planning to address municipal concerns.



Timelines & Consultation

Public Consultation – Open Houses

Round 1 of public consultation was undertaken as a series of in-person open houses from **February 18 to 29, 2020**.

450

Members of the public signed in at events

130

Written comment forms submitted during the Open Houses

15

Comments submitted after Open Houses by mail or e-mail

Round 2 was a virtual open house held from **August 18 to September 1, 2020**.

13,000 +

Website landing page views

173

Comments on all social media platforms

72

Comments and feedback forms submitted on all project pages

The Notice of Commencement for the three (3) TPAPs was issued on **September 8, 2020**.

- Email correspondence to project stakeholders including government ministries, municipalities, conservation agencies, police and fire agencies and school boards.
 - Briefings with Elected Officials
 - Letters to Indigenous communities
 - Mailout to residents within 100m of both sides of the corridors
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Open House Round 3

November 27 to December 11, 2020

- **Purpose:** present final EPR and EPR Addenda findings, changes to already presented infrastructure, and additional studies results not presented during rounds 1 and 2, including updates on operational noise, vibration and air quality studies.
- **Materials:** Overview videos, updated project websites, new materials on virtual information panels, links to Environmental Studies and link to round 1 and 2 materials (including: proposed infrastructure panels, information sheets, roll plans)
- **Notifications:**
 - Bulk mailer – properties within 100m of the study area rail corridor
 - Paid and organic social media posts (Facebook, twitter, LinkedIn, Instagram)
 - Blog posts on Metrolinx News (online forum)
 - Emails to stakeholder groups: PIC#1&2 sign ups, community members, and GRT
 - Letters (emailed) to Indigenous communities
 - Metrolinx regional newsletters (Toronto West, Toronto East/Durham, Peel, Halton/Kitchener Waterloo, York, and Simcoe Region) - via email
 - Elected officials letters and offer to meet
 - Newly impacted property owner letters

PROJECT TIMELINE - TPAP SPECIFIC

