METROLINX
An agency of the Government of Ontario

Getting People Moving

Barrie Rail Corridor Expansion

Public Meeting #1

Ray Twinney Complex, Town of Newmarket – November 5, 2015
South Shore Community Centre, City of Barrie – November 10, 2015
North Thornhill Community Centre, City of Vaughan – November 12, 2015
York Civic Centre, City of Toronto – November 17, 2015

Welcome & Thank You for Attending

- At this meeting, you'll learn about how Metrolinx is working to increase GO service in your community and the projects that are planned to support this new service

- Your feedback is important to informing our work
  - Staff are on hand and ready to answer your questions and walk you through the project
  - Please share your thoughts by completing the comment sheets. We welcome your feedback!
  - Please sign-in to receive updates about the project and future opportunities to have your say

Building More Transit to Get You Moving

Regional Express Rail (RER) is bringing more train trips to every GO rail corridor to make moving around the Greater Toronto and Hamilton Area and surrounding communities faster and easier

This means electric trains running in both directions, 7 days a week on GO-owned corridors and significant service increases across the entire network

In your community, improving existing transit options means all-day, two-way service between Union Station and Allandale Waterfront GO Station and 15-minute service or better up to Aurora

We look forward to working with you, and being a part of the transformation in your community

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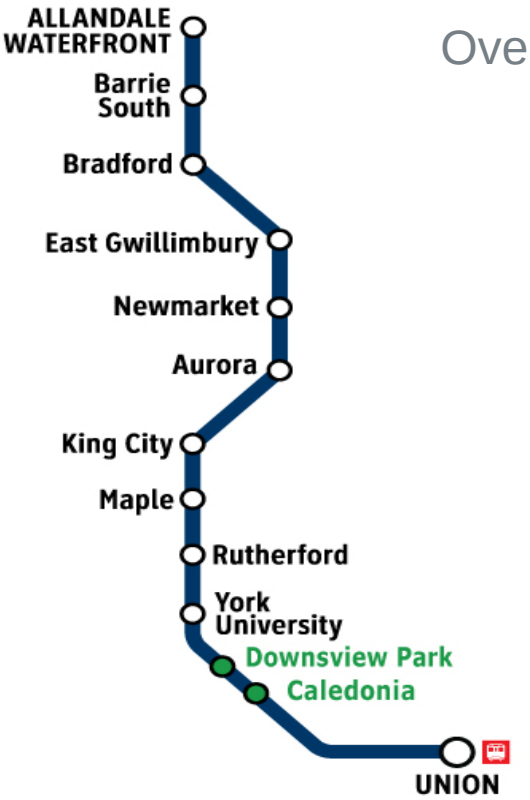
What This Means Along the Corridor



Over the next 10 years…

- **All-day, two-way 15-minute or better service:** Aurora to Union Station including weekend/evening
- **Electrification of the entire Barrie GO Corridor:** Allandale Waterfront to Union Station
- **Weekday rush of 30-minute service:** Allandale Waterfront to Union Station and 60-minute service midday, weekend and evening
- **Two new stations: Downsview Park and Caledonia;** reviewing 7 short-listed possible new stations with system-wide study

Current Facts

4 million
Annual Ridership

14
Total Trips per weekday

103 km
Total Track (not electrified)

GO RER Service (Projected):

22 million
Annual Ridership

All-day, two-way
15, 30, and 60 minute service

New electric trains
reducing journey times by up to 20%

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What We Are Doing to Get Here

Construction

- Building an additional track between York University and Rutherford GO Stations ***construction 2015 - 2017***
- Building the new Downsview Park GO/TTC Station ***construction 2015 - 2017***
- GO Station improvements on the Barrie Rail Corridor (e.g. pedestrian tunnels) ***construction to begin 2016***

Environmental Assessments

- New Caledonia GO Station ***underway***
- System-wide electrification ***underway***
- Davenport Diamond Grade Separation ***underway***

Additional Studies

- System-wide New Station Analysis ***underway***
- System-wide At-Grade Crossing Study ***underway***

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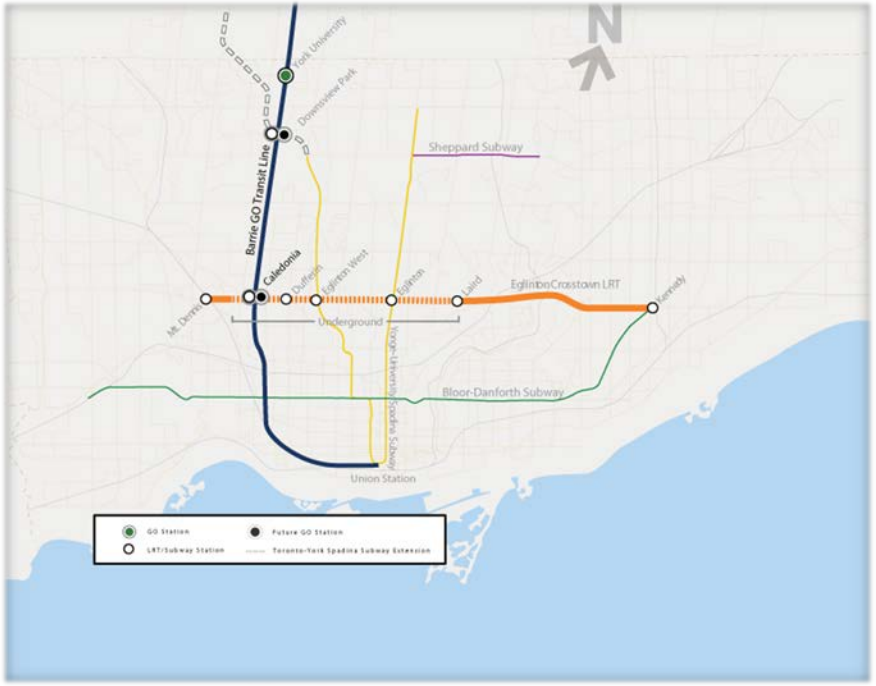
New GO Stations

Downsview Park GO Station

Caledonia GO Station



GO Stations on the Barrie Rail Corridor

Station upgrades may include:

- Additional tracks and platforms
- Pedestrian tunnels
- Station modifications (as required)
- Electrical, communications and mechanical improvements

Existing stations that could be upgraded:

- York University
- Rutherford
- Maple
- King City
- Aurora
- Newmarket
- East Gwillimbury
- Bradford
- Barrie South
- Allandale Waterfront

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New Station Analysis

Stage 1. Identified an initial list
120+ sites identified using key site and network considerations

Stage 2. Focusing analysis
Analyzed site factors, service considerations and historical requests, to scope list to 50+ sites

Stage 3. Evaluating
Analyzed strategic, economic, technical/operational and cost/revenue considerations of 50+ sites

Stage 4. Municipal and Public Engagement
Feedback and review of 50+ sites

Stage 5. Moving to Shortlist
Scope sites for further analysis

Stage 6. Further Analysis
Following public engagement, more detailed business case analysis will begin on shortlisted sites

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Possible New Stations on Barrie Rail Corridor

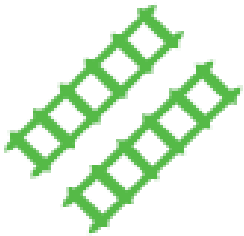
New Station Analysis study is reviewing the following shortlisted possible new stations for the Barrie rail corridor:

- Bloor-Davenport
- St. Clair
- Highway 7 – Concord
- Kirby
- Sideroad 15 – Bathurst
- Mulock
- Innisfil

System-Wide Grade Separation Analysis

Metrolinx has evaluated 185 public road/rail crossings across the GO network

- Metrolinx is developing a priority list (based defined criteria) for addressing congestion and other concerns at existing at-grade rail/road crossings
- There are 53 public at-grade rail/road crossings on the Barrie Line. The Barrie Rail Corridor Expansion EA will review the existing crossings and review which locations are recommended to become new overpasses/underpasses, which locations could be closed, and which locations will get enhancements
- Consultations with municipalities and the public are required to further inform recommendations for each crossing



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Municipal Improvements on the Corridor

In addition to the various Metrolinx initiatives, there are a number of municipalities with other projects that cross or are adjacent to the existing Corridor, these include:

- Hewitts Secondary Plan Area EA Study (Mapleview Drive and Lockhart Road Grade Separation) - City of Barrie
- 6th Line EA Study (from County Road 27 to St. John's Road) - Town of Innisfil
- 2nd Concession Road Improvement and Grade Separation Construction - York Region
- Rutherford Road/Carrville Road EA Study (from Jane Street to Yonge Street) - York Region
- Downsview Major Roads EA - City of Toronto

Infrastructure Needed for More Service

To Increase GO Service We Need To:

- Add a second track from Lansdowne Avenue in the City of Toronto to the Allandale Waterfront GO Station in the City of Barrie
- Assess a possible third track up to the East Gwillimbury GO Station to prepare for a possible future express service
- Improve infrastructure to support service expansion, including:
  - Upgrades at existing GO Stations to accommodate additional tracks
  - At-grade rail-to-road crossings (i.e. grade separations)
  - Future Layover Facility for overnight storage of trains
  - Upgrades to existing structures within the Corridor (e.g. culverts, bridges)
- Complement planned service improvements and future electrification on the Barrie Rail Corridor

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Future Train Storage Facility

- Currently undertaking a Feasibility Study to determine a preferred location for a future overnight train storage facility

- Three potential locations being evaluated. We will engage the public for feedback in **February 2016 (estimated)**

- The storage facility is needed to have trains available for the morning rush to help increase service along the line

Existing Barrie Layover Facility (Mile 62.49)

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Barrie Rail Corridor – Structures

Yonge Street Bridge, North of Industrial Parkway South, Town of Aurora,
North View (Mile 28.50)

Don River Culvert, South of Langstaff Road, City of Markham,
West View (Mile 15.40)

Holland River Bridge, North of Timothy Street, Town of Newmarket,
North View (Mile 33.70)

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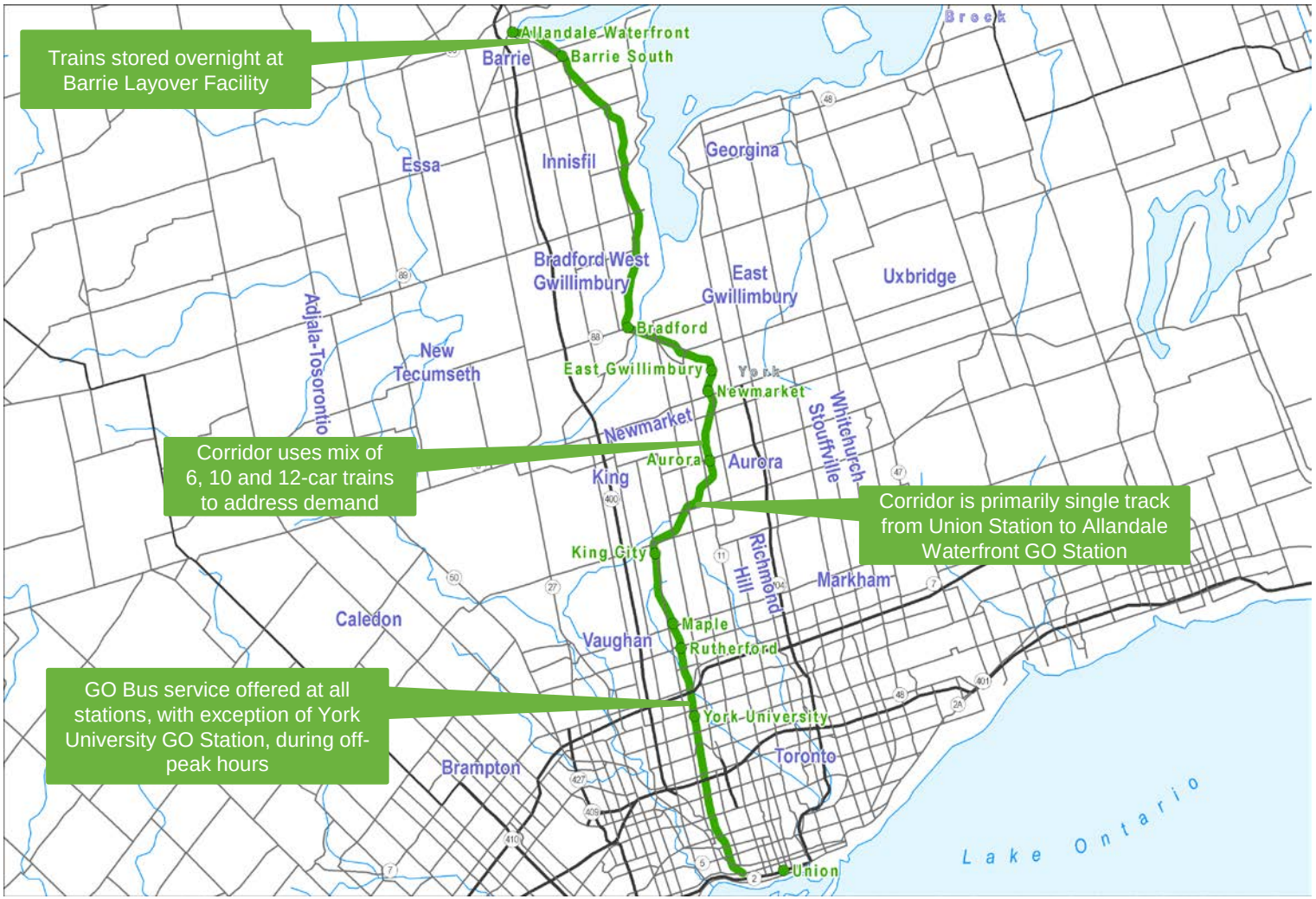
Barrie Rail Corridor Study Area



Study Area: Mile 3.00 Lansdowne Avenue (City of Toronto) to Mile 63.00 Allandale Waterfront GO Station (City of Barrie)

The Assessment Process

First step in project planning is determining the need for an assessment, which examines **potential environmental impacts** from a project and how to **address or mitigate** any potential impacts

In the context of this study, the definition of “environment” is broad, it includes:

- Natural (vegetation, wildlife)
- Socio-Economic (air, noise)
- Cultural (structures, roads)

Next Steps

We are completing a Transit Project Assessment Process (TPAP), Ontario Regulation 231/08, for the Barrie Rail Corridor Expansion.

- **Step 1: Planning and Engagement (Now)**
  - Complete technical studies, launch consultation with stakeholders, and prepare conceptual design
- **Step 2: TPAP Notice of Commencement (estimated Spring 2016)**
  - Begin the six-month TPAP by completing the draft Environmental Project Report (EPR). Public Meeting #2 for **Spring 2016**
- **Step 3: TPAP Notice of Completion (estimated Fall 2016)**
  - Final EPR released for review and comment
- **Step 4: 30-day Public Consultation (estimated Fall 2016)**
  - Formal review of the EPR by all of the stakeholders
- **Step 5: 35-day Review Period (estimated Fall 2016)**
  - Minister of the Environment and Climate Change to review EPR and comment

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What Are We Assessing?

Areas of Potential Impact	Description
Natural Environment	Consideration of natural features in the study area including environmentally sensitive areas, the presence of Species at Risk, and existing vegetation.
Socio-Economic Environment	Consideration of socio-economic and key land use features in the study area including air quality, noise and vibration, potential property impacts, and traffic analysis.
Cultural Environment	Consideration of built heritage, cultural landscapes and archaeological features in the study area such as buildings, bridges and other structures.

King Rd. Bridge, North View
(Mile 23.26)

Yonge St. Bridge, North View
(Mile 28.50)

Between Kirby Rd. and King-Vaughan Townline Rd.
(Mile 21.70)

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Barrie Rail Corridor – Environment

Holland River East Branch, South of Mulock Drive, Town of Newmarket, North View (Mile 33.00)

Reed Canary Grass Dominated Marsh North of 7th Line, Town of Innisfil, North View (Mile 55.00)

Early Successional Cultural Meadow, South of Mulock Drive, Town of Newmarket, North View (Mile 32.00)

Tributary of the Holland River, North of Line 8, Town of Bradford West Gwillimbury, East View (Mile 42.00)

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Tell Us What's Important to You

Your feedback and community perspective is important to informing this project

You will have the following opportunities to have your say by:

- Attending public meetings – completing feedback forms
- E-mailing RERBarrie@metrolinx.com
- Visiting www.metrolinx.com/RERBarrie
- Please submit your comments by **December 08, 2015**

Following community feedback and other input, the project will be considered by the Ministry of the Environment and Climate Change

All feedback will be recorded as part of the Environmental Project Report. A summary of this meeting will be posted in **January 2016**

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Union Pearson Express

Metrolinx was created in 2006 by the Province of Ontario as the **first Regional Transportation Agency** for the GTHA.

We **plan, build** and **operate** long-term sustainable transportation focussed on delivering faster, more frequent and more convenient transit across the region.

A Region Under Pressure

The GTHA and its surrounding communities *"suffer from traffic congestion problems, poorly integrated transit services and relatively underdeveloped transport infrastructure"* Organization for Economic Cooperation and Development (OECD) Territorial Review, 2010.

- Average commute time per person, per day is 82 minutes.
- Projected to increase to 109 minutes in the next 25 years.

- Results in $11 billion in travel costs and lost productivity every year.
- By 2031, this number could increase to $15 billion.

- Over 500,000 tonnes of annual greenhouse gas emissions is due to traffic congestion.

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Regional Express Rail: Forward Thinking

RER is one of the largest infrastructure projects in North America. When it is done, the GTHA and surrounding communities will be part of a regional rail system that can compete with top cities around the world.

New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.

New Trains

New electric trains will travel faster for longer and reduce travel times.

New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.

New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

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Making it Easier for You to Get Around

Simple, seamless fares: Work is underway to develop a seamless GTHA fare system across all transit operators enabled by Presto.

PRESTO: Available at 26 TTC subway stations. Working with the TTC for full Presto implementation across the system by the end of 2016.

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