



# Stouffville Corridor Rail Service Expansion



A Division of METROLINX

**Stouffville Corridor  
Rail Service Expansion  
Class Environmental Assessment Study**

**WELCOME**

**PUBLIC INFORMATION CENTRE #1**

Tuesday June 18, 2013  
Agincourt Recreation Centre  
7:00 pm – 9:00 pm

**Stouffville Corridor  
Rail Service Expansion  
Class Environmental Assessment Study**

**WELCOME**

**PUBLIC INFORMATION CENTRE #1**

Thursday June 20, 2013  
Angus Glen Community Centre  
6:30 pm – 8:30 pm

Please sign in, review the display materials, and fill out a comment form.

GO Transit staff and the study consultants are available to discuss plans, answer questions, and receive your comments.

**Your input is appreciated.**



# Problem Statement

- Implementation of full rail service in the corridor will require improvements to rail infrastructure.
- Current infrastructure cannot support projected peak period demand beyond current service level.
- Off-peak, midday, evening and weekend bus service does not support the stations south of Unionville and is not consistent with the objectives of *The Big Move*.



# Study Purpose

- Conduct analysis to assess capacity impacts on rail corridors.
- Allow for double tracking of the corridor, between Scarborough GO Station in the City of Toronto and Unionville GO Station in the City of Markham, to meet growth demands.
- Investigate future requirements of existing stations for potential expansion.
- Develop opportunities for improved connectivity to other transportation services.
- Complete detailed environmental studies to identify potential impacts.



# Corridor Overview



- Average Weekday Ridership 13,100 in April 2012 (3,253,800 annual rail trips)
- Six peak direction, peak period trains each way each weekday
- Three additional off-peak trains each weekday
- Off-peak bus service to Unionville and stations to the north
- Future expansion may be limited by corridor constraints

# Scope of Proposed Expansion



- Additional Track Segments
- Improvements to Existing Stations
- Increased Train Service Levels
- Connection with other proposed/future transit initiatives



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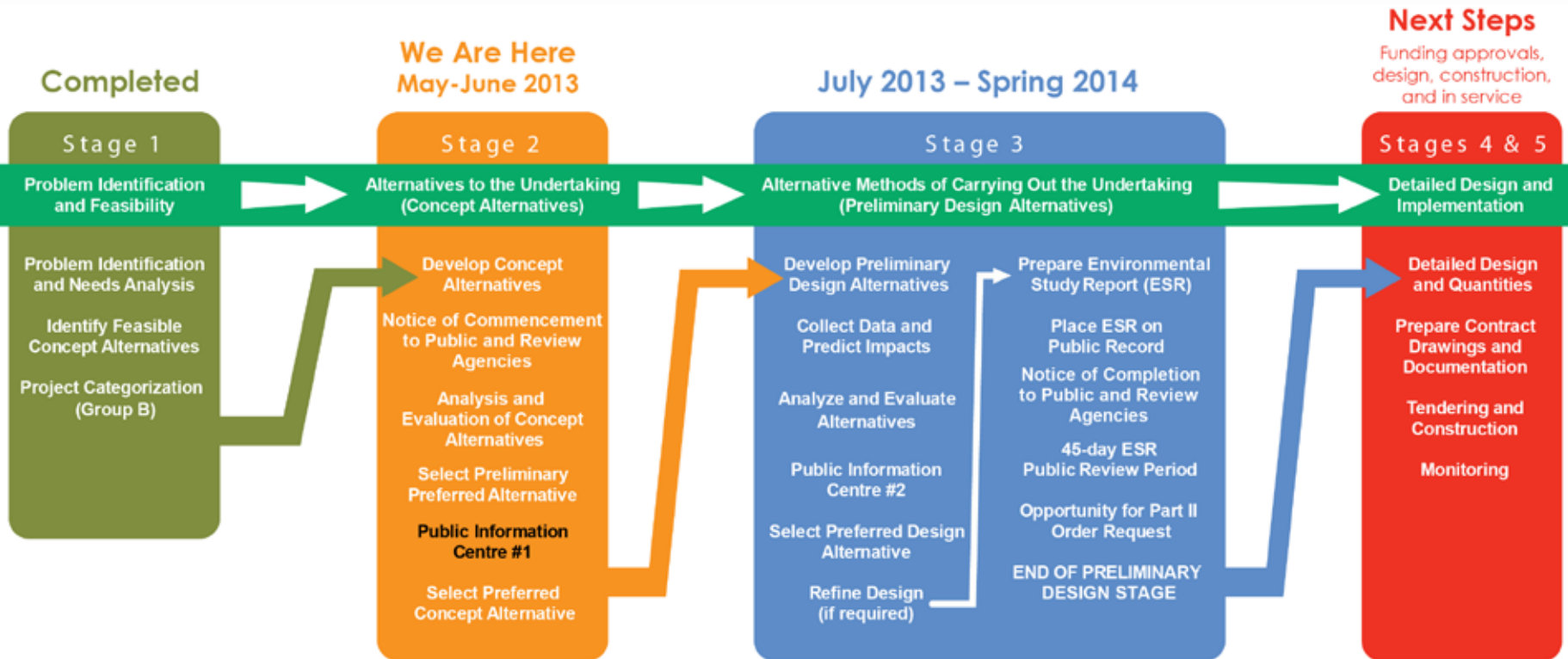


# Corridor Opportunities

Improvements to corridor services and infrastructure will support:

- Provincial and Municipal vision of urban growth management and transportation sustainability.
- Planned future development.
- Station infrastructure that encourages pedestrian, cyclist and transit initiatives.
- Enhancement and expansion of active transportation access (e.g. trail systems).

# GO Transit Class EA



The environmental impact of this study will be assessed using GO Transit's "Group B" Class Environmental Assessment (EA) process.

# Concept Alternatives

**We have identified five potential options to consider when deciding how to expand public transit in the corridor.**

**Do Nothing:** No improvements or changes to expand GO Train service along the Stouffville Corridor.

**Transportation Demand Management (TDM):** Use strategies to encourage group transportation. Examples:

- use of high occupancy vehicle (HOV) and reserved bus lanes (RBL);
- shorter waiting times for transit vehicles at intersections;
- telecommuting.

**Expanded Commuter Rail Service:** Expansion could include adding more trains and tracks, and improving stations.

**Expanded Bus Service:** Expansion of GO Bus service on existing major arterial roadways and highways.

**Expanded Road Capacity:** Expansion could include roadway improvements.

# Evaluation of Concept Alternatives

<b>Do Nothing:</b>	Does not support growth of service and increasing demand for regional transit. Does not meet provincial policy objectives to improve public transportation and the environment.
<b>Transportation Demand Management:</b>	TDM strategies are desirable in strategic areas. Not a stand-alone strategy, but can form part of the overall solution.
<b>Expanded Commuter Rail Service:</b>	<b>Recommended Solution: Meets customer demand with a low environment impact. Will help improve air quality vs. Single Occupancy Vehicles. Consistent with Ontario's Growth Plan and objectives of <i>The Big Move</i>.</b>
<b>Expanded Bus Service:</b>	Increased bus service would help provide more service. Option is less efficient than adding rail service. Additional bus service would need dedicated transit lanes for efficiency. Can form part of the overall solution.
<b>Expanded Road Capacity:</b>	Traffic demand cannot only be met by a 'road-based' solution due to roadway limitations. Not a stand-alone strategy, but can form part of overall solution.

# Unionville Station



# Milliken Station



# Agincourt Station

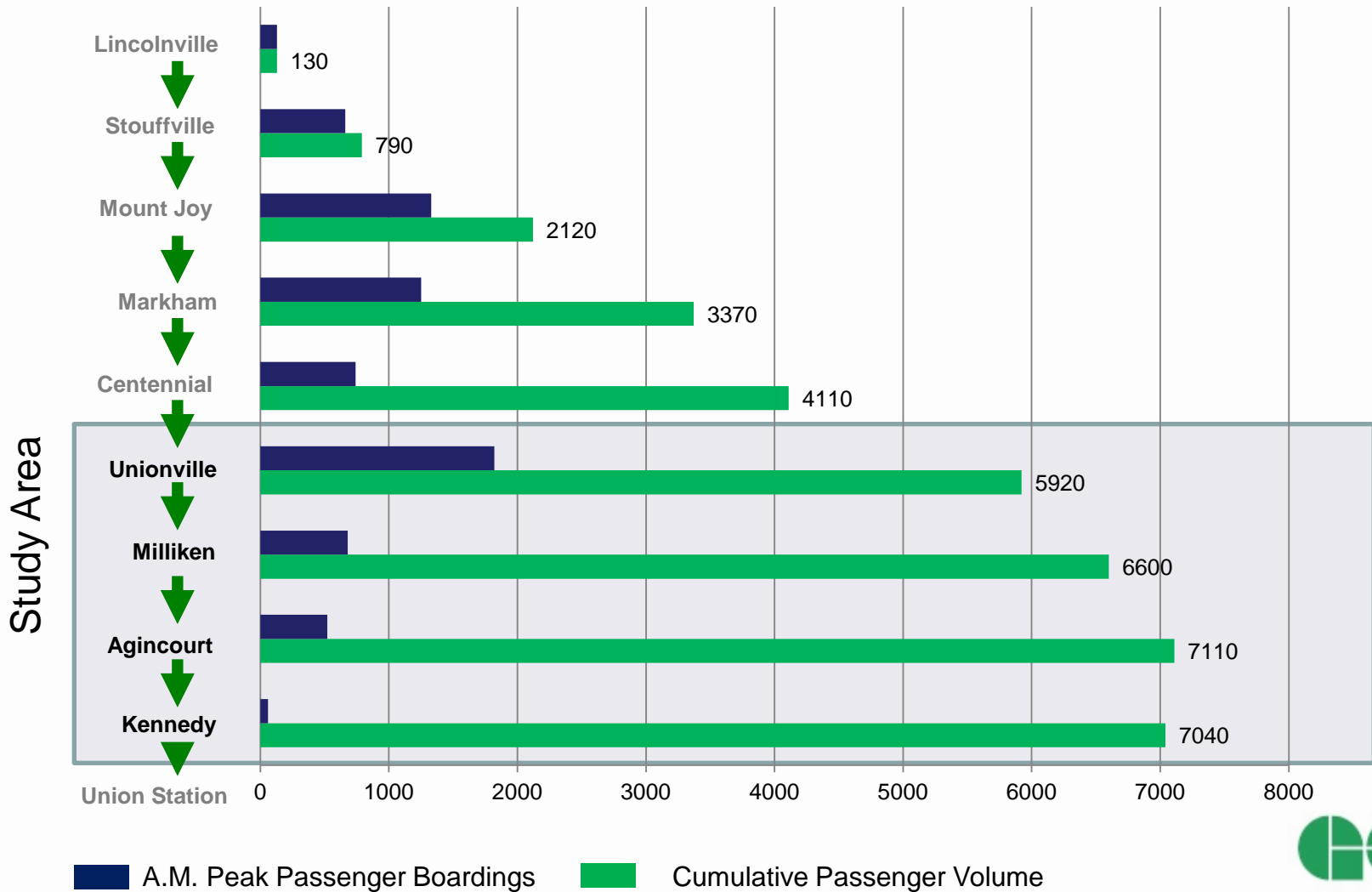


# Kennedy Station





# Existing Rail Ridership



# Ridership Forecasts

Forecasting future ridership included:

- Land use forecasts confirmed by municipal feedback.
- Projections for the mid-term horizon.
- Relationship of new rapid transit service on GO services.

Method	Rail Ridership, A.M. Peak Period		
	2002	2012	Mid-term*
Observed	3,200	7,300	
Forecast			11,600

\*Mid-term is described as being in the 2008 Big Move 15-year plan.

# Preliminary Design Alternatives

Preliminary design alternatives will be developed and may include:

Area of Concern	Preliminary Design Alternatives
Track Improvements	<ul style="list-style-type: none"><li>• Location of improvements along the rail corridor</li><li>• Phasing for double tracking</li></ul>
Station Improvements	<ul style="list-style-type: none"><li>• Various improvements as required to support increased ridership demand</li></ul>
Increased Train Service	<ul style="list-style-type: none"><li>• Options for train service levels</li></ul>
Integration with other transit modes	<ul style="list-style-type: none"><li>• Connections with various existing and planned transit initiatives</li></ul>

# Design Alternatives: Evaluation Criteria

The four categories listed below will be used to evaluate the design alternatives.

## 1. Natural Environment

- Sensitive / Protected sites and species
- Terrestrial habitat (flora and fauna)
- Floodplains and watercourse crossings
- Fisheries and aquatic habitat

## 2. Social/Cultural Environment

- Land use compatibility
- Heritage resources (archeological features, built heritage, and cultural heritage landscape)
- Noise, air quality, and vibration
- Property acquisition requirements

## 3. Technical

- Impact on existing rail operations
- Road and rail safety
- Emergency services
- Utilities
- Station layout
- Construction staging

## 4. Financial

- Capital costs
- Operations and maintenance costs
- Property acquisition costs

The preferred option will be selected based on a favourable evaluation under all four categories, and through Agency and Public input.

# Next Steps

Your input is valuable to the study process.

All public and agency comments received from today's session and throughout the study will be reviewed and considered by the study team.

The preferred plans for track improvements, increased train service levels and station improvements will be presented at a future public meeting later this year.



# Thank you for attending

If you have any comments about the information presented today, please send them to the contact person listed below by Friday July 19, 2013.

**Ms. Georgina Collymore**

Communications Specialist

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For more information, please visit [www.gotransit.com](http://www.gotransit.com) , and click on Expansion Projects.

