

Stouffville Corridor Rail Service Expansion

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

WELCOME

City of Markham Briefing Presentation

Tuesday, January 21, 2014
Development Services Committee

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Introductions

- Project Team
 - Metrolinx/GO Transit

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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 by the 2020/2025 planning horizon.
- 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*.

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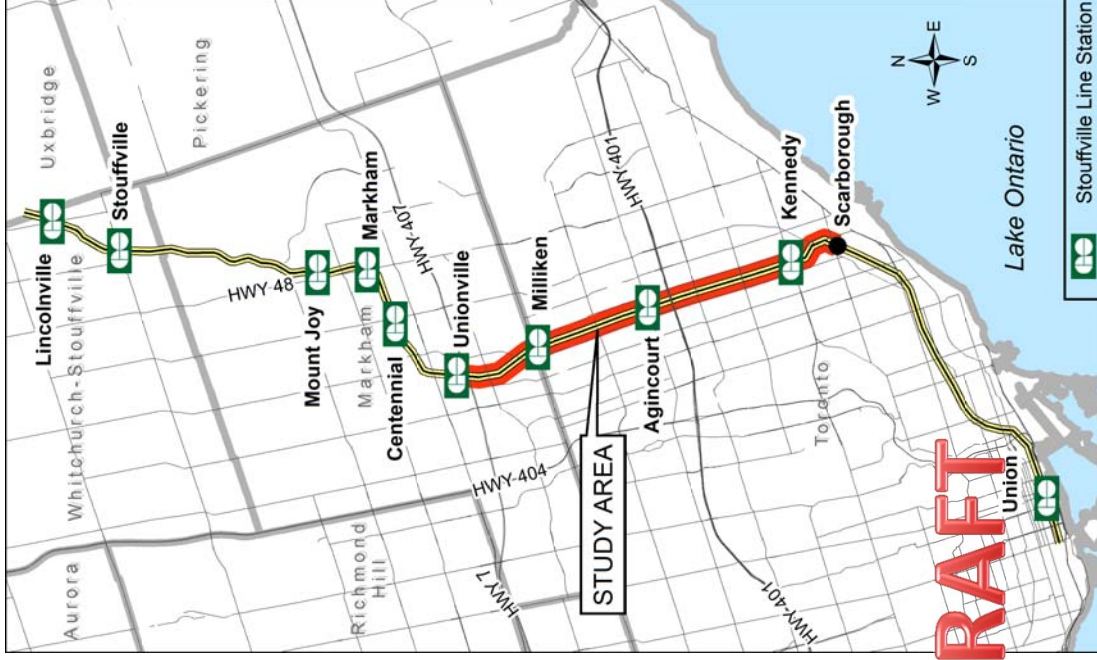
Study Purpose

- Assess capacity impacts along the rail corridor.
- Allow for double tracking of the corridor, between the Scarborough Junction and Unionville GO Station, to meet 2020/2025 growth demands.
- Investigate future requirements for existing stations.
- Develop improved connectivity with other transportation services.
- Complete various studies to identify potential impacts.

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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



- Increased Train Service Levels.
- Additional Track Segments.
- Improvements to Existing Stations.
- Integration with other local Transit Initiatives.

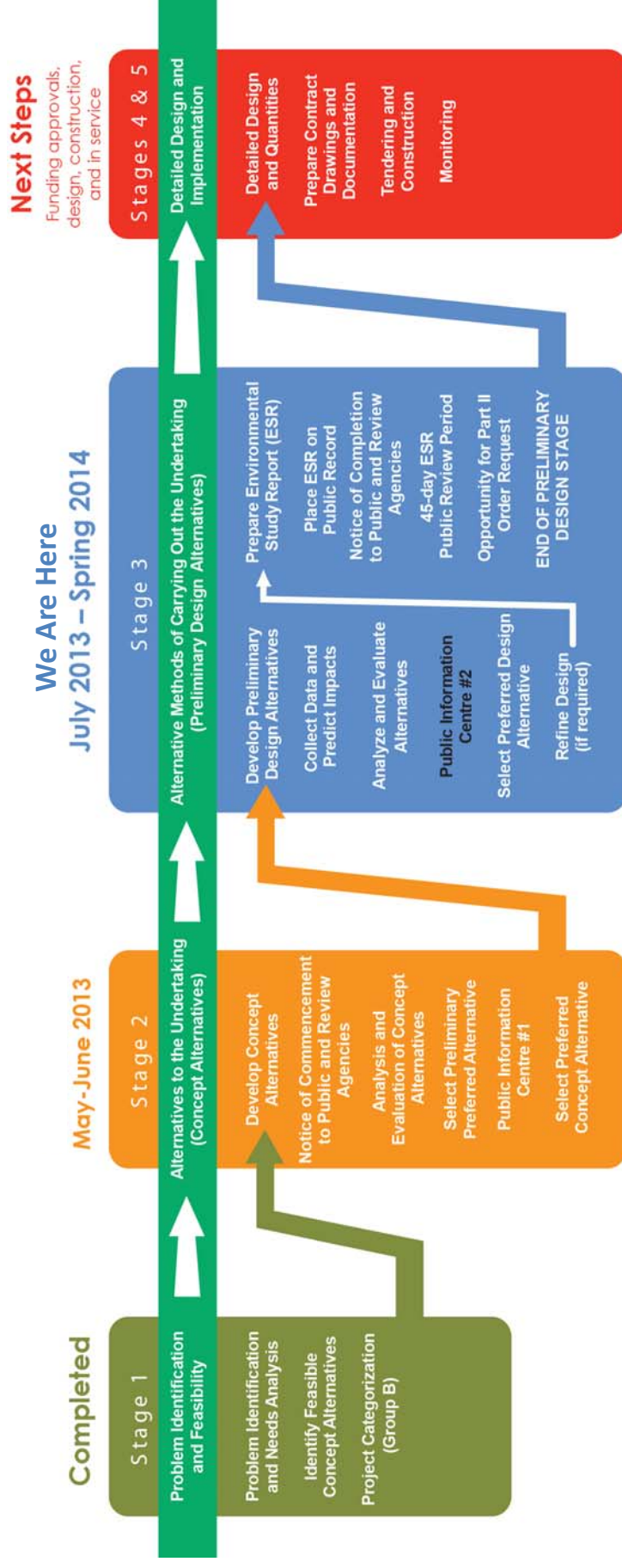
Corridor Opportunities

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).

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GO Transit Class EA



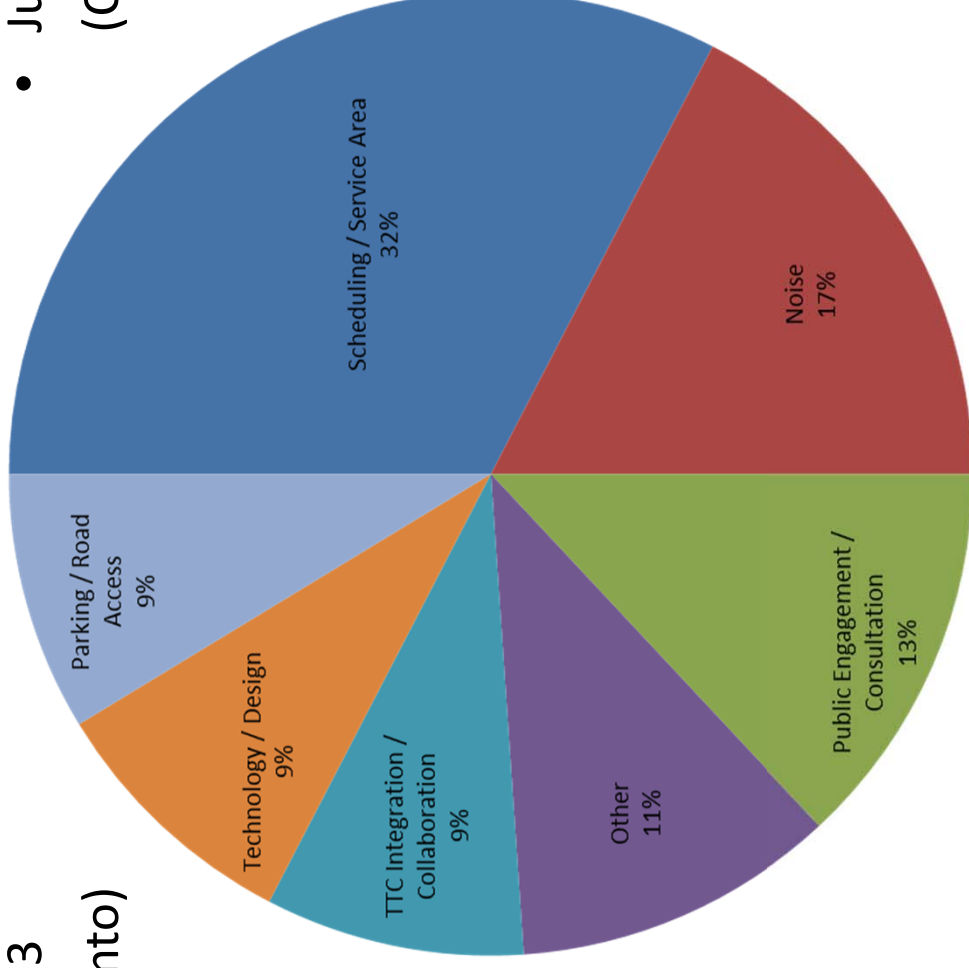
The environmental impact of this study will be assessed using

GO Transit's "Group B" Class Environmental Assessment (EA) process.

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Public Information Centre # 1 Feedback

- June 18, 2013
(City of Toronto)
- June 20, 2013
(City of Markham)



Comments Received by Category

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Municipal Meeting Feedback

Metrolinx has met with local Municipalities and Review Agencies who support, in principle, the proposed rail service expansion. Key comments included:

- Electrification
- Train Whistleblowing
- Planning Horizon
- Service area
- Rail/Road Grade Separations
- Local Transit Integration
- Station/Parking Improvements

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Environmental Studies

Study	Key Study Findings
Stage 1 Archaeological Assessment	- Archaeological potential exists within undisturbed lands east of rail ROW at Agincourt GO Station. Further study of these areas are required prior to project implementation. - Remainder of study area has no archaeological potential.
Cultural Heritage Assessment	- Potential impacts to three built heritage resources and four cultural heritage landscapes were identified within the study area. - Further studies are recommended at the next phase of the project.

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Environmental Studies cont'd

Study	Key Study Findings
Air Quality Assessment	• Net impact on regional air shed is negligible. • Predicted maximum concentrations from GO Transit operations are below applicable thresholds.
Noise and Vibration Assessment	• Several of the points of reception within the corridor will have noise impacts and will require mitigation. • Noise barriers are recommended for various residential areas along the study corridor. • Future vibration levels will not exceed applicable threshold.

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Environmental Studies cont'd

Study	Key Study Findings
Natural Environment Assessment	• Highly urbanized landscape. • No environmentally sensitive or protected sites or species (e.g. wetlands or significant wildlife habitat) within or adjacent to study corridor. • Watercourses crossing rail corridor are degraded (e.g. heavy sediment, concrete channels, slow moving). • Some vegetation removal/replacement required.



Ridership Forecasts

Forecasting future ridership included:

- Land use forecasts are based on City of Markham's Population, Household and Employment Forecasts – 2006 to 2031.
- Projections for the mid-term horizon.
- Connection of new rapid transit service and GO service.

Method	Rail Ridership, A.M. Peak Period		
	2002	2012	Mid-term* (2020-2025)
Observed	3,200	7,300	
Forecast			11,600

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

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Train Volumes

Existing	AM Peak		Midday		PM Peak		Evening		Total Trains
	SB	NB	SB	NB	SB	NB	SB	NB	
Starting GO Station									
Lincolnville	6					6			
Mount Joy									
Unionville			1	2					
Union									
Subtotal	6	0	1	2	0	6	0	0	15
Future	AM Peak		Midday		PM Peak		Evening		Total Trains
	SB	NB	SB	NB	SB	NB	SB	NB	
Starting GO Station									
Lincolnville	10					10			
Mount Joy			6	6			4	4	
Unionville	3	3			3	3			
Union									
Subtotal	13	3	6	6	3	13	4	4	52

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Note: Not all GO Stations shown. Future train volume projections are subject to change.

Additional Track Segments

Proposed service levels require the following improvements:

- Additional mainline results in double track corridor between the Scarborough Junction and Unionville GO Station.
- Improvements in grading, drainage and culverts including extensions to track bridges over existing watercourses.
- Modifications to existing road/rail grade separations to accommodate proposed double track corridor.
- Modifications to existing signal system to control train movements on double track corridor.

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Improvement to Existing Stations

Station Improvements were evaluated based on existing station infrastructure, future requirements, integration of pedestrian, cyclist and other transit initiatives.

- **Unionville GO Station**



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Local Transit Integration

Stouffville Corridor Rail Service Expansion will involve integration with the following local transit projects in the future:

- Eglinton Crosstown LRT (Kennedy GO Station)
- Scarborough RT (Kennedy GO Station)
- Bloor-Danforth Subway Line Extension (Kennedy GO Station)
- Sheppard East LRT (Agincourt GO Station)
- VIVA BRT (Unionville GO Station)
- Kennedy Mobility Hub (Kennedy GO Station)
- Markham Centre Mobility Hub (Unionville GO Station)

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Next Steps

You are invited to attend either of the following PIC's:

- January 28, 2014 – Agincourt Recreation Centre (City of Toronto)
- January 30, 2014 – Angus Glen Community Centre (City of Markham)

An Environmental Study Report (ESR) will be published for public review in the coming months.

The Next Wave of projects includes major improvements to GO Transit rail service including two-way, all-day service along the Stouffville line. Implementation of this project is contingent on dedicated funding tools and Metrolinx Investment Strategy.



Thank you

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