

WELCOME



Welcome to Public Information Centre #1 for the **GO Transit Georgetown/Weston S/D Corridor Expansion EA**

Between Bathurst Street (City of Toronto) and East of Bramalea GO Station (City of Mississauga)

Project team members are available to answer your questions.
PLEASE DO NOT FORGET TO SIGN IN for further correspondence.



OUR PRESENTATION

The Purpose of this first round of Public Information Centres is to present the identified problems, opportunities, existing conditions, criteria for assessment and preliminary identification of conceptual alternatives.

Major headings are as follows:

- Study Purpose
- Study Area
- Study Schedule
- Environmental Assessment Process
- Existing Conditions
- Forecast Travel Demand (Need)
- Evaluation Criteria
- Preliminary Identification of Conceptual Alternatives

Please provide us
Your Comments!



GO Georgetown / Weston Subdivision Corridor Expansion EA

WHAT WE HAVE DONE...

- Study Commencement Notice was published on December 7th, 2004;
- Preliminary response provided by interested individuals and/or groups have been recorded;
- Met with some elected representatives;
- Have contacted with relevant agencies and other public authorities (conservation authority, police, EMS, etc.)



GO Georgetown / Weston Subdivision Corridor Expansion EA

PURPOSE OF THE STUDY

GO Transit has started a Class Environmental Assessment for expansion of commuter rail service in the GO Georgetown / Weston Sub-Division Corridor.

This project will provide necessary improvements to accommodate increased GO train service, and includes capacity for CN, CP, VIA services including the proposed new Air Rail Link (ARL) rail service between Lester B. Pearson International Airport (LBPIA) and Downtown Toronto (*Blue 22*).



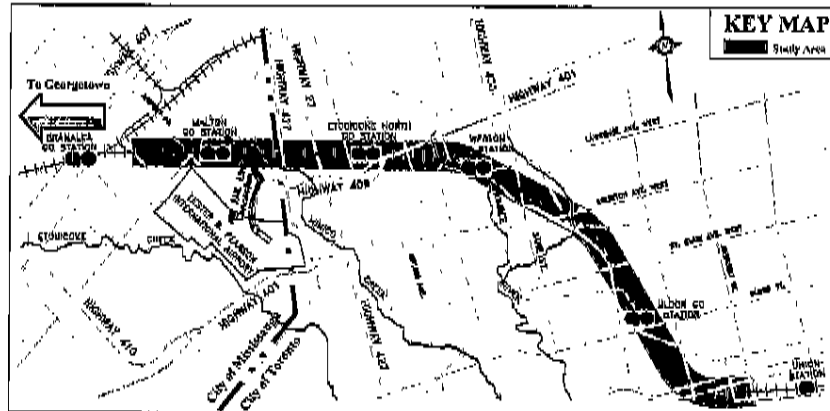
This would meet GO Transit's 10-Year Growth Program to add additional trains during the peak *plus* all day hourly service to better serve the Georgetown Corridor within Toronto, Mississauga, Bramalea and Brampton.



GO Georgetown / Weston Subdivision Corridor Expansion EA

STUDY AREA

The study area for this project covers the CN Weston Subdivision between Union Station and East of Bramalea GO Station (approximately 24.5 km).



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ENVIRONMENTAL ASSESSMENT PROCESS

The study follows:

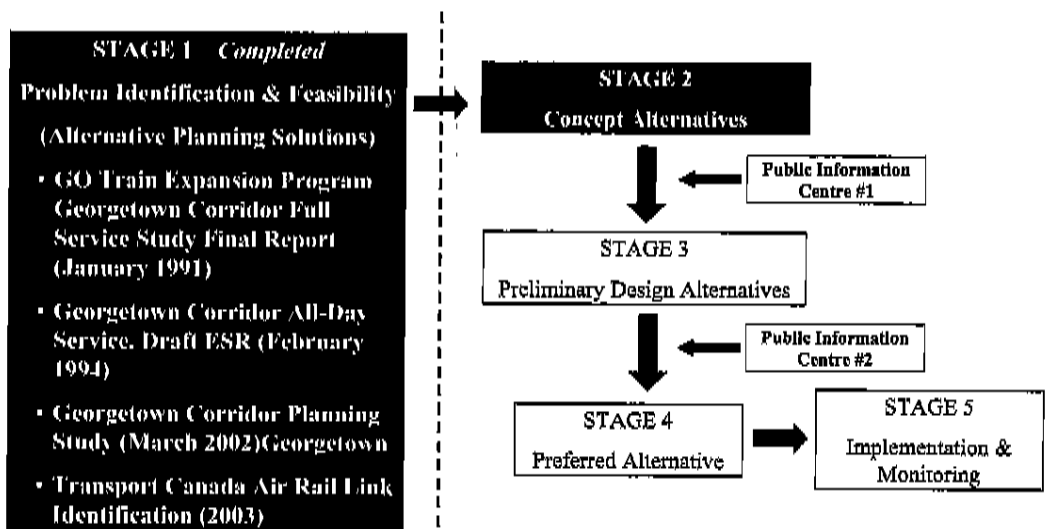
- GO Transit's "Class Environmental Assessment (as amended, December 2003)"; Group "B" undertaking;
- Canadian Environmental Assessment Act.

An Environmental Study Report (ESR) documenting anticipated environmental impacts of the project and corresponding mitigation measures will be prepared and made available for public and agency review at the completion of the study. The ESR will be made available for a 45-day review period. Notices advising of the availability of the report for review will be placed in area newspapers and mailed directly to interested parties.

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ENVIRONMENTAL ASSESSMENT PROCESS



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DEMOGRAPHICS

Within the limits of this study area:

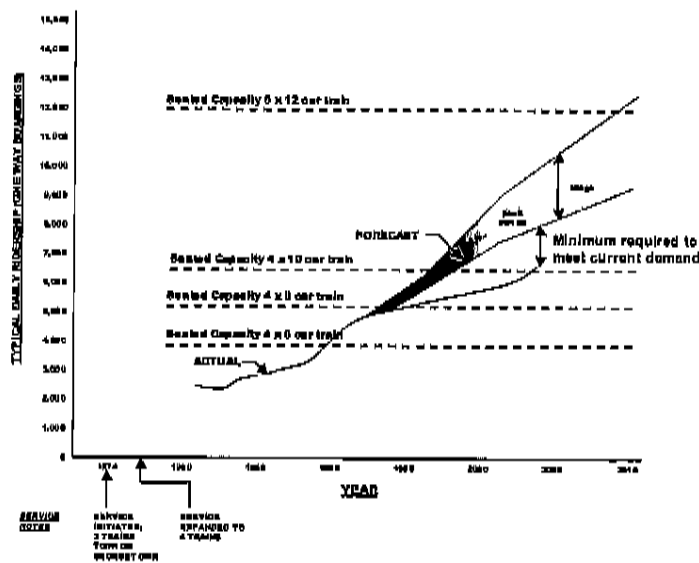
- Population in Brampton is projected to increase from 362,560 in 2003 to 600,000 by 2021 (approximately 65 percent increase);
 Employment in Brampton is projected to increase from 152,135 in 2003 to 256,000 by 2021 (approximately 68 percent increase);
- The annual number of passengers going through Pearson International Airport is expected to grow from 28.6 million (2004) to just under 40 million by 2021;
- Brownfield redevelopment in downtown Toronto to condominiums and townhomes is contributing to population growth in the core, with more residents being close to Union Station, the transportation hub of the GTA;
- City of Toronto's Official Plan indicates continued growth in employment and population. Downtown Toronto will remain as the major employment generator.



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TRENDS / RIDERSHIP DEMAND



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SUMMARY RATIONALE FOR THE PREFERRED PLANNING SOLUTION

- Provision of additional track(s) in the CN Weston Subdivision corridor will provide the ability to increase the movement of commuters and the use of the existing infrastructure in the corridor;
- Other parallel road corridors have reached their capacity and offer very limited opportunity for improvements;
- Maximizing the use of the rail corridor will benefit the greatest number of people, and can generally be done within the existing right-of-way;
- Providing increased rail services in the GTA confirms the continued commitment to sustainable transportation systems.



The preferred solution is the expansion of commuter rail service in the GO Georgetown corridor.

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OTHER EAs / MAJOR PLANNING INITIATIVES

Other Environmental Assessment Studies and/or planning initiatives taken into consideration are:

- Front Street Extension EA;
- Dufferin Street Jog Elimination EA;
- Bloor / Lansdowne Area Avenue Study;
- RailPath Initiative;
- West Toronto Diamond Rail/Rail Grade Separation;
- St. Clair Avenue West Streetcar Improvement EA;
- Torbram Road North and South Grade Separation EA;
- GO Transit Union Station Expansion Program; and
- Strachan Avenue Underpass Report.



GO Georgetown / Weston Subdivision Corridor Expansion EA

PROJECT SCHEDULE

Environmental Assessment Schedule

Major Tasks	2004				2005											
	August	November	December	January	February	March	April	May	June	July	August	September	October			
Problem Identification					7 14 21 28	7 14 21 28	4 11 18 25	2 9 16 23 30	6 13 20 27	4 11 18 25	1 8 15 22	5 12 19 26	3 10 17 24 31			
Concept Alternatives																
Preliminary Design Alternatives																
ESR and Preliminary Design Report																

▲ Public Information Centre

Overall Project Schedule

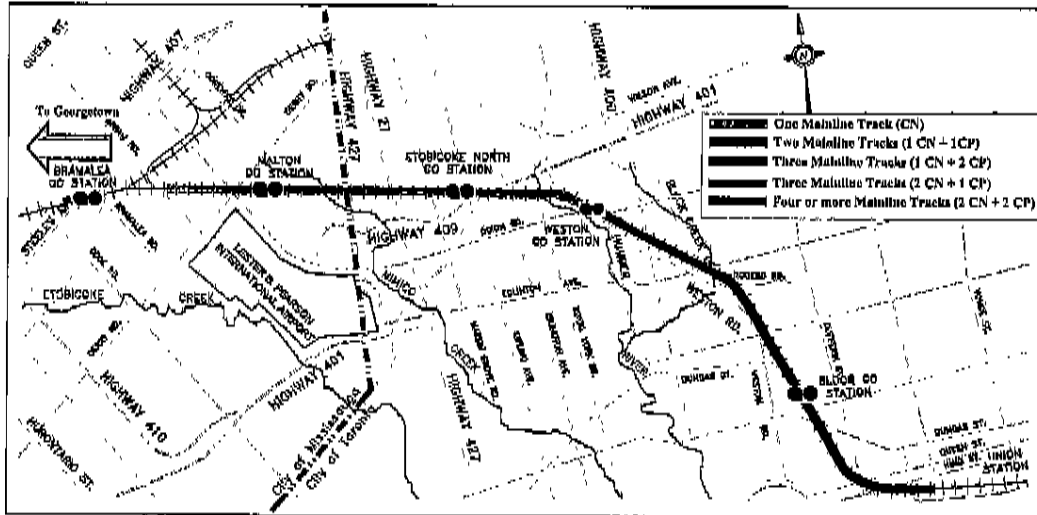
Task	2004	2005	2006	2007	2008
EA					
Design					
Construction					
Completion					



GO Georgetown / Weston Subdivision Corridor Expansion EA

EXISTING CONDITIONS - Infrastructure

Within the limits of this study area, the existing Georgetown rail corridor contains:

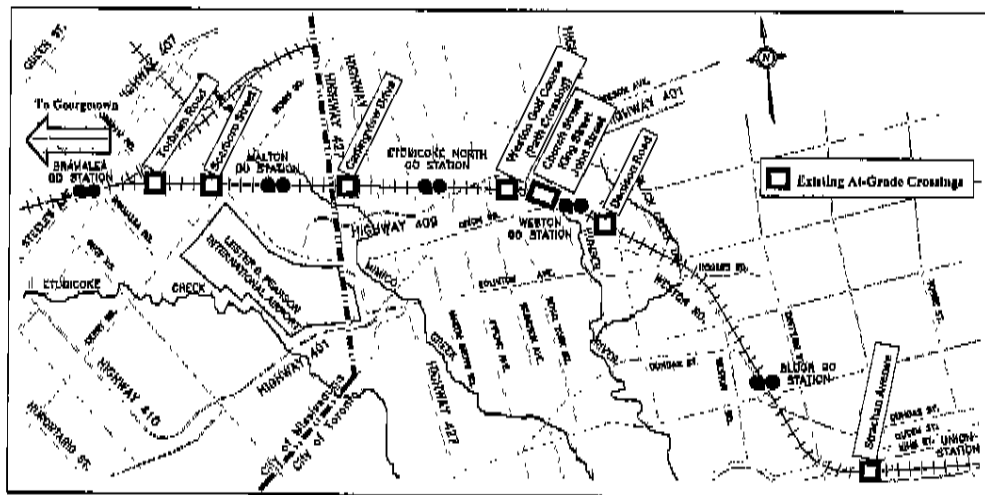


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EXISTING CONDITIONS - At-Grade Crossings

There are nine existing at-grade crossings along this corridor. This study will address how the crossings will be affected by the increase in rail services.

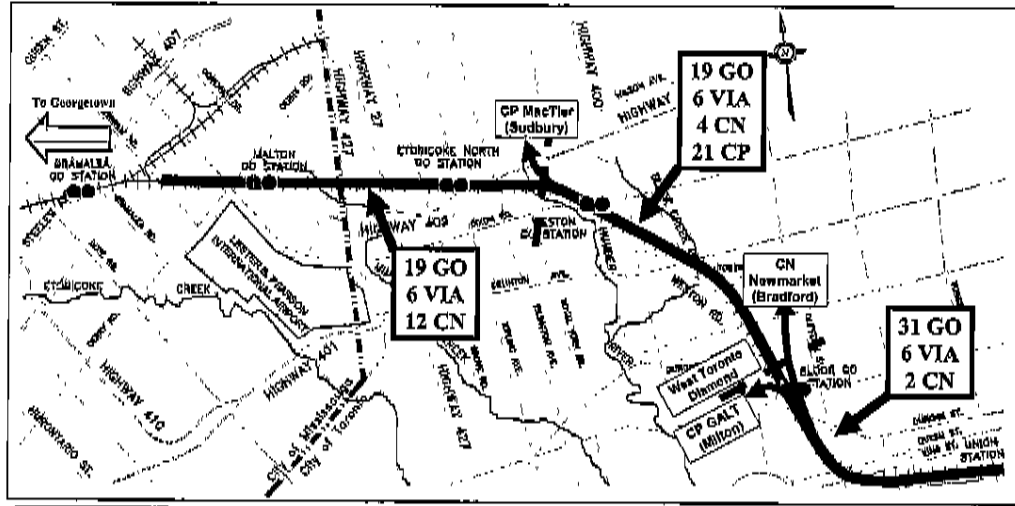


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EXISTING CONDITIONS - Operations

Number of daily (weekday) trains (both directions) operating on GO Georgetown / Weston corridor:



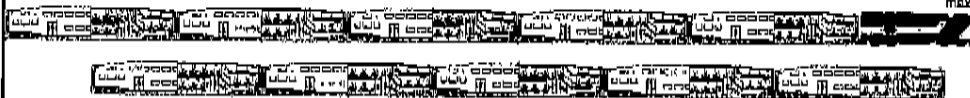
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GO Georgetown / Weston Subdivision Corridor Expansion EA

CURRENT TYPES OF TRAINS IN THE CORRIDOR

GO Transit: 10+1 Cars (~283m)

Frequency
(per 24hrs weekday;
max. sectional volume)



19

VIA Rail: 3+1 Cars (~104m)



6

Freight Trains (CN & CP): Various lengths – Up to 100 cars (~2,000±m)

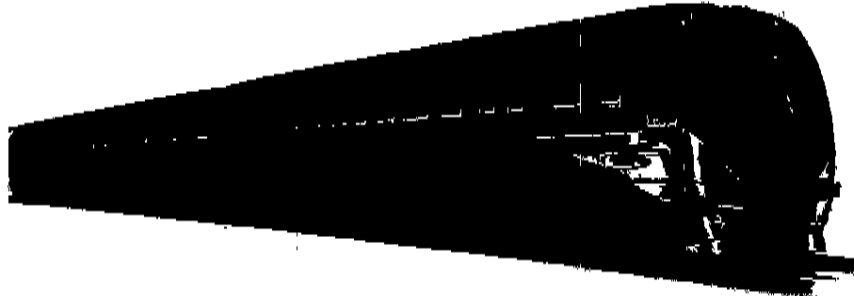


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PROPOSED AIR RAIL LINK TRAIN SET



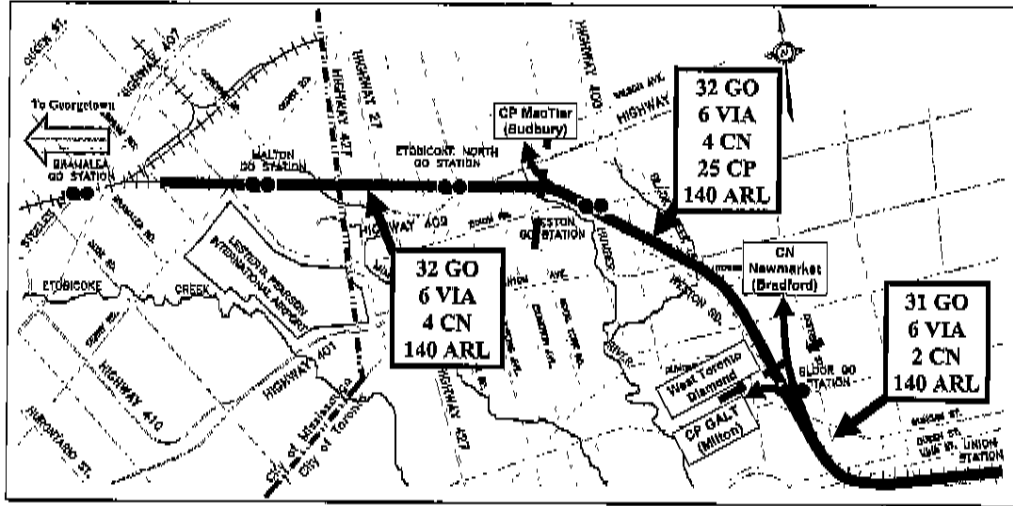
BLUE TWENTY TWO



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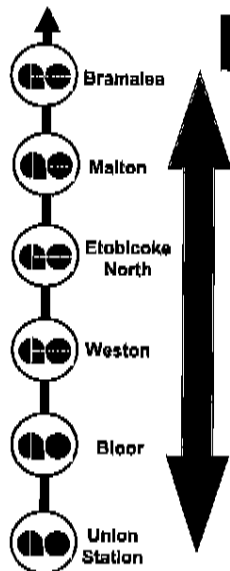
FUTURE CONDITIONS – Operations (2009)

Number of daily (weekday) trains (both directions) operating on GO Georgetown / Weston corridor:



GO Georgetown / Weston Subdivision Corridor Expansion EA

BENEFITS OF EXPANDED GO GEORGETOWN SERVICE



Current Service (2004)

Weekday	
AM Peak	: 5 GO
PM Peak	: 5 GO
Off-Peak Day	: 9 GO
Weekend	
Saturday	: 0 GO
Sunday	: 0 GO

Expanded Service (Starting Year 2009)

Weekday	
AM Peak	: 9 GO
PM Peak	: 9 GO
Off-Peak Day	: 14 GO
All Day	: 140 ARL
Weekend	
All Day	: 140 ARL
Saturday	: Based on demand
Sunday	: Based on demand



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FUTURE TYPES OF TRAINS IN THE CORRIDOR

GO Transit: 12+1 Cars (~335m)



Frequency
(per average weekday;
max. sectional volume)

32

VIA Rail: 3+1 Cars (~104m)



6

Freight Trains (CN & CP): Various lengths – Up to 100 cars (~2,000±m)



29

Blue 22: 2 Cars – Diesel Multiple Unit (~52m)



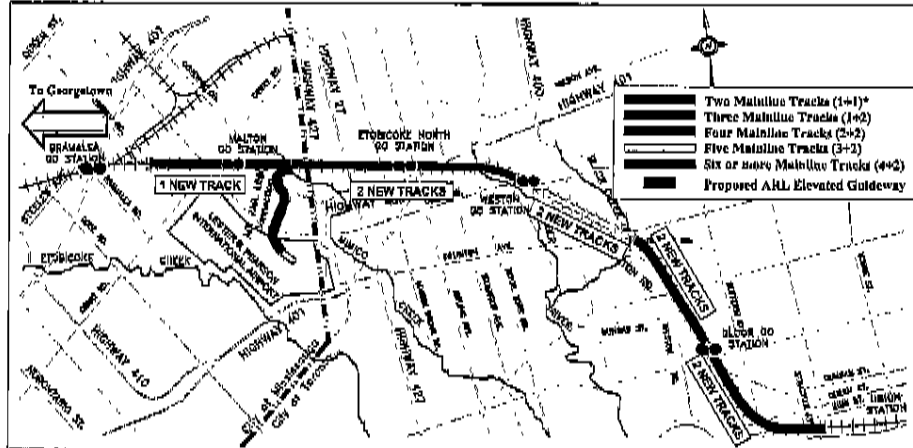
140



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PROPOSED TRACK INFRASTRUCTURE

Within the limits of this study area, under the proposed service scenario, the rail corridor would contain:



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BENEFITS OF EXPANDED SERVICE

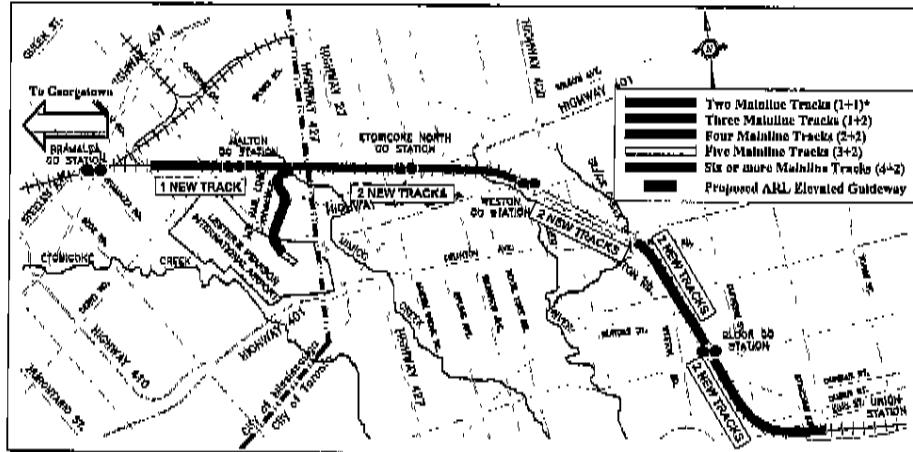
- Capacity to accommodate present & future demand
- Enhanced Operating & System Reliability
- Full Accessibility
- Enhanced Safety
- Improved Station Facilities
- Better Integration with Other Modes
- ARL rail service to the airport

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PROPOSED TRACK INFRASTRUCTURE

Within the limits of this study area, under the proposed service scenario, the rail corridor would contain:



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PRELIMINARY INDICATION OF EXPOSURE INDEX

Exposure indices (EI) calculated at the major at-grade crossing along the corridor are outlined below. Both options, with and without the Air Rail Link (ARL) service are addressed. The technical minimum EI threshold of considering road closure or grade separation is 200,000.

EI is the product of the annual average daily road traffic (AADT) volume with the daily bi-directional railway traffic.

Without ARL Trains

Road Name	Exposure Index		
	2004	2009	2021
Strachan Avenue	482,040	778,680	939,865
Denison Road	209,000	352,955	528,080
John Street	76,000	106,932	142,240
King Street	79,500	111,690	148,800
Church Street	154,000	216,678	288,320

With ARL Trains

Road Name	Exposure Index		
	2004	2009	2021
Strachan Avenue	482,040	2,595,600	2,964,505
Denison Road	209,000	1,214,055	1,452,220
John Street	76,000	330,372	391,160
King Street	79,500	345,690	409,200
Church Street	154,000	669,430	792,880

Over Over technical threshold limit

Note: With the new ARL service in place, 140 daily trains (both directions) will be introduced onto the CN Georgetown / Weston corridor. GO Transit service increase by 2021 is assumed to remain the same as in 2009.

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CONCEPT CORRIDOR ALTERNATIVES

Alternative 1:

Additional track(s) at north side of the existing mainline track(s)

Alternative 2:

Additional track(s) at south side of the existing mainline track(s)

All new infrastructure work along the corridor would be within the existing CN right-of-way.

The introduction of the new infrastructure does not preclude consideration of other initiatives such as Railpath.



GO Georgetown / Weston Subdivision Corridor Expansion EA

NEED FOR STRUCTURAL IMPROVEMENTS

Table 1: Structural Needs and Level Crossings Mitigation

Str.#	Structure Location	Existing Structure Type	Need
1	Bilalton Avenue	At-grade Crossing	Closure or Grade Separation
2	King Street	Bridge	Retain Existing
3	Queen Street	Bridge	Widening / Additional Structure
4	Beck Avenue	Bridge	Retain Existing
6	Lawrence Avenue	Bridge	Retain Existing
8	Dundas Street West	Bridge	Retain Existing
7	Blair Street	Bridge	Widening / Additional Structure
8	Wallace Avenue	Partially Closed	Retain Existing
9	Dixie Street	Bridge	Widening / Additional Structure
10	West Toronto Diamond	At-grade Rail/Rail Crossing	New Structure
11	Aurifer Road	At-grade Crossing	New Structure
12	St. Clair Avenue West	Bridge	Widening / Additional Structure
13	Rogers Road	Bridge	Retain Existing
14	Black Creek Drive	Bridge	Widening / Additional Structure
15	Edlin Avenue West	Bridge	Widening / Additional Structure
16	Rex Avenue	Bridge	Widening / Additional Structure
18	Denison Road	At-grade Crossing	Closure or Grade Separation
19	Lawrence Avenue West	Bridge	Widening / Additional Structure
20	John Street	At-grade Crossing	Closure or Grade Separation
21	King Street	At-grade Crossing	Closure or Grade Separation
22	Spadina Street	At-grade Crossing	Closure or Grade Separation
23	Winston Road	Bridge	Widening / Additional Structure
24	Humber River	Bridge	Widening / Additional Structure
24A	Weston Golf & Country Club	At-grade Crossing	New Structure
25	Woking Avenue	Bridge	Widening / Additional Structure
26	North Cross Road	Bridge	Widening / Additional Structure
27	Highway 27	Bridge	Widening / Additional Structure
28	Chapin Drive	At-grade Crossing	Closure or Grade Separation
29	Greenway Drive	Bridge	Widening / Additional Structure
30	Winton Drive	Bridge	Widening / Additional Structure
31	Winton Drive	Bridge	Widening / Additional Structure
32	Beakons Street	At-grade Crossing	Retain Existing or Grade Separation
33	Winton Drive	At-grade Crossing	Grade Separation



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CONCEPTUAL ALTERNATIVES

Strachan Avenue

- Road closure with possible pedestrian/bicycle crossing
- Grade separation
- A combination of road closure and grade separation to maintain good physical connections within the community



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CONCEPTUAL ALTERNATIVES

Denison Road

- Road closure with possible pedestrian/bicycle crossing
- Grade separation

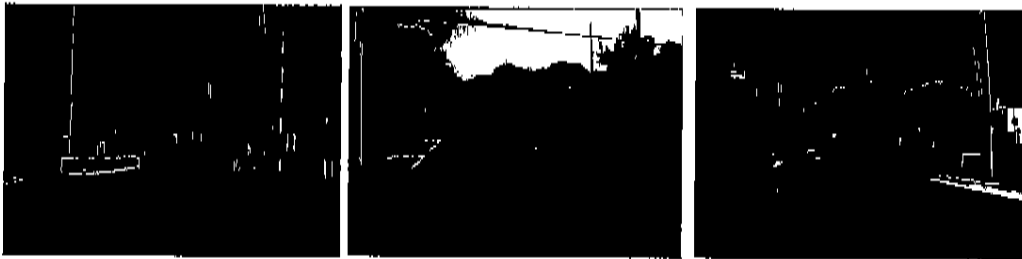


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CONCEPTUAL ALTERNATIVES

John, King and Church Streets (Weston)

- Road closure (one, two or all three streets)
- Grade separation (one, two or three streets)
- Pedestrian and bicycle crossings
- A combination of some or all of these to maintain efficient and safe connections between the business area to the south and the residential community to the north
- Lowering and / or raising the rail tracks and lowering / raising the roads

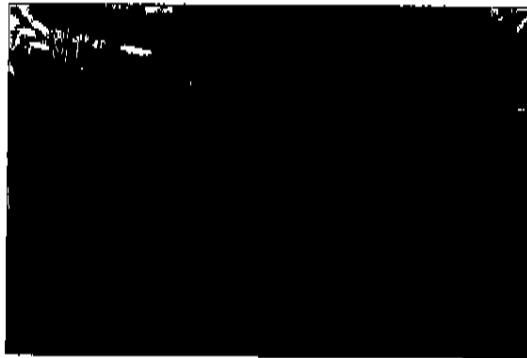


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CONCEPTUAL ALTERNATIVES

Weston Golf & Country Club

- Road closure
- Grade separation (golf carts)



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CONCEPTUAL ALTERNATIVES

Carlingview Drive

- Road closure
- Grade separation
- Pedestrian crossing

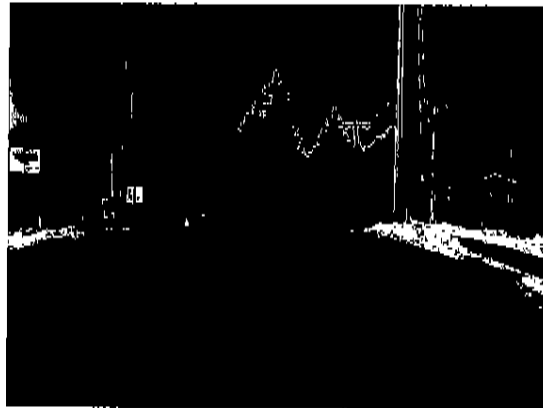


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CONCEPTUAL ALTERNATIVES

Scarboro Drive

- Retain existing at-grade crossing
- Road closure
- Grade separation
- Pedestrian crossings



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NEEDS ASSESSMENT

Expansion of service will require improvements to all stations including:

- Longer platforms;
- Additional platforms where needed;
- Improved shelters and station amenities;
- Full accessibility.

Improved integration of GO Bloor Station with TTC Dundas West Subway Station:

- Supports current initiatives to integrate GO and TTC transit systems wherever possible;
- Enhances safety and shorter walking distance; and
- Incorporates proposed Air Rail Link stop at this location.



GO Georgetown / Weston Subdivision Corridor Expansion EA

EVALUATION PROCESS / CRITERIA

Public comments/inputs will be incorporated into the Conceptual Alternatives Evaluation and will be assessed based on net impacts to the:

- Natural Environment
- Socio-Economics
- Cultural / Heritage Environment
- Transportation Service
- Infrastructure



GO Georgetown / Weston Subdivision Corridor Expansion EA

EVALUATION PROCESS / CRITERIA

Preliminary Evaluation Matrix

Evaluation Factors	Issues To Be Addressed											
	Concept #1	Concept #2	Other Concepts	Level of Change								
	Track to be Used	Track to be Used	Other	Critical Path	Design Road	2011-2012 (Priority)	2013-2014 (Priority)	2015-2016 (Priority)	2017-2018 (Priority)	2019-2020 (Priority)	2021-2022 (Priority)	
Vegetation / Wildlife												
Water Resources												
Soil / Sedimentation												
Archaeology / Historical Resources												
Visual Quality												
Noise / Vibration												
Public Safety												
Energy Resources / Environment												
Transportation / Infrastructure												
Utilities / Services												
Land Use / Planning												
Community / Social												
Climate / Environmental												
Other												
Summary / Overall												



GO Georgetown / Weston Subdivision Corridor Expansion EA

NEXT STEPS

Following this round of Public Information Centres, we will:

- Compile and respond to public and agency input based on the information presented at this round of Public Information Centres;
- Complete assessment of alternatives, addressing public and agency comments; and
- Evaluate and select the preferred alternative.



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NEXT STEPS

At the second round of Public Information Centres, we will present:

- Analysis and evaluation of conceptual design alternatives;
- Details of the preferred alternative;
- Proposed mitigation measures.



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NEXT STEPS

Following the second round of Public Information Centres, we will:

- Compile and respond to public and agency input on the preferred alternative;
- Prepare Environmental Study Report; and
- Place the Environmental Study Report on the public record for a 45-day period for review and comment.

If necessary, a third round of PICs will be included in the program.



GO Georgetown / Weston Subdivision Corridor Expansion EA

PUBLICLY SUGGESTED ISSUES TO BE CONSIDERED

The following ideas have been brought to our attention by the community representatives and Councillors:

Weston

- Lower the railway corridor in Weston community to retain John Street, King Street and Church Street at or near existing grade;
- Raise the railway corridor in Weston community to make it easier to provide grade separations at John Street, King Street and Church Street in Weston Community;
- Provide better parking facilities at GO Weston to include shared parking opportunities for those doing business in Weston community (lack of sufficient parking); and
- Consider an Air Rail Link Station in Weston (an additional stop).



GO Georgetown / Weston Subdivision Corridor Expansion EA

PUBLICLY SUGGESTED ISSUES TO BE CONSIDERED

The following ideas have been brought to our attention by the community representatives and Councillors:

Strachan

- Review impacts on traffic in the area when considering alternatives (i.e. diversion of Strachan, closure with pedestrian/bicycle path or grade separation) with and without the Front Street Extension;
- Protection/identification of lands for possible future GO station in the vicinity of King Street;
- Consideration for the City's bicycle plan/network and connection to proposed Railpath initiative;
- Consideration for the proposed land bridge east of Strachan Avenue that links Garrison Common park south to Fort York area



GO Georgetown / Weston Subdivision Corridor Expansion EA

YOUR INVOLVEMENT

Please provide your comments by filling the comments sheets provided at the Welcome Desk or via e-mail to one of the Project Representatives:

Stephan Mehr, P.Eng

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Your Input Is
Important !



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THANK YOU !

Thank you for your
participation!



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