
REGIONAL EXPRESS RAIL UPDATE

Town of Newmarket Committee of the Whole

November 9, 2015 | Leslie Woo, Chief Planning Officer

Outline

1. Regional Express Rail (RER) Background
2. Infrastructure Needs: Work in Progress
 - Environmental Assessment
 - Grade separation planning process
 - New stations analysis
 - Station access planning
 - Fare integration
 - Next Wave planning
3. Questions and Discussion



Current GO Rail Network

PEAK



OFF - PEAK



450-km +
rail network



63 stations spread
throughout the GTHA



all-day, two-way service
on the Lakeshore East
and West lines



Connections with
17 local transit agencies



Over 90% on-time
performance rate



48 years
of experience

GO RER will reduce travel times and give people more ways to get where they want to go with:

Trains up to every 15 minutes



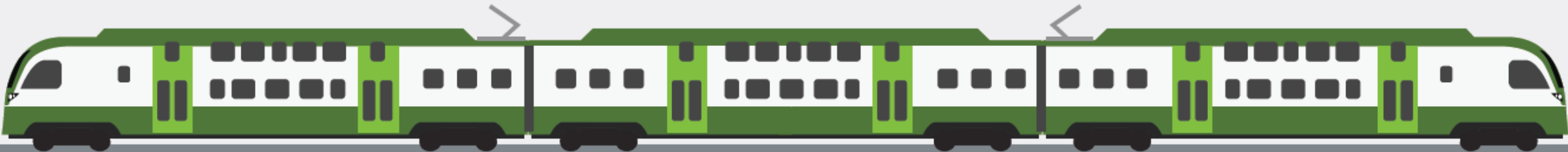
Service in both directions



More all-day service



Faster electric trains



More than

50

large cities across the world use
Regional Express Rail systems.

Whether it's the Reseau Express Regional in Paris,
the Overground in London, or NSW TrainLink in Sydney,
each RER system has these basic traits:



Frequent
all-day
service



Uses
electric
trains



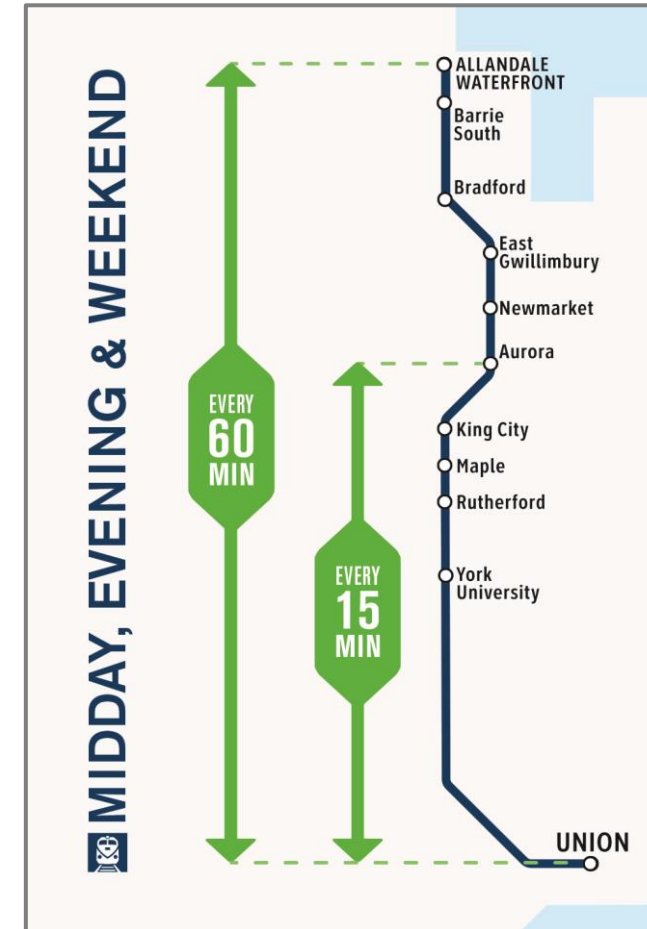
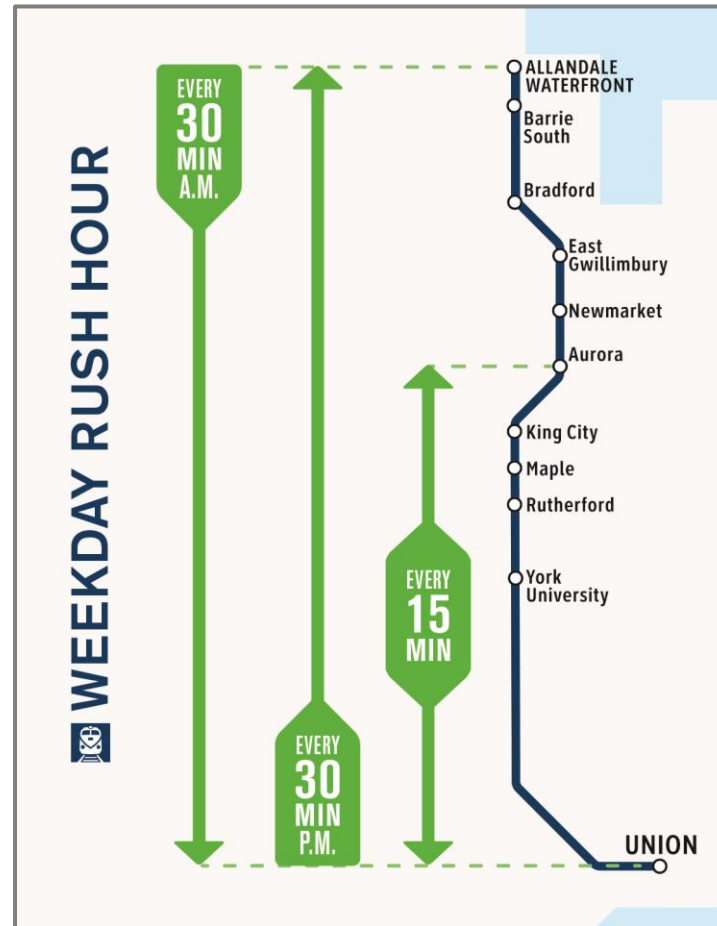
Runs on
surface
rail lines



Good
connections
with local transit

RER Service: Barrie Corridor

Barrie Corridor



What this means for Newmarket

	September 2015	RER Service Levels
Daily Number of Trains (Mon-Fri)	12	32 trips +/-15% = 27 – 37 trips per day
Daily Number of Trains (Sat/Sun)	0	29 trips +/-15% = 24 – 33 trips per day
Travel Time (Newmarket GO – Union)	56 – 64min (Travel time varies per direction and among trains in the same direction)	47 – 57min or 7-10min travel time savings (Travel time savings dependent on equipment type: Electric Loco vs. EMU)

Infrastructure Needs: Work in Progress

Infrastructure Needs

This level of service doesn't come easy. Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



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.

Environmental Assessment

Work on the environmental assessment has begun and will support current RER plans while also considering the impact of future expansion including:

- Adding a second track from Lansdowne Avenue in the City of Toronto to the Allendale Waterfront GO Station in Barrie (within the corridor/right of way, required for RER)
- Identify potential locations for passing tracks north of Aurora
- Review space needs for a possible third track up to the East Gwillimbury GO station (would be needed if future express service was being considered)
- Future Layover Facility for up to 8 trains in the Town of Bradford West Gwillimbury
- Upgrades at existing GO Stations to accommodate additional track (e.g. additional platforms)
- Upgrades to existing structures along the corridor (e.g. culverts, bridges)
- Review existing rail crossings and potential grade separations

Planning for Grade Separations

- Metrolinx has over 170 public road/rail at-grade crossings across all corridors, with over 60 within York Region
- The preference is to eliminate as many at-grade crossings as possible to enhance connectivity, transportation system efficiency and also address potential safety concerns
- Metrolinx is evaluating all crossings to recommend potential grade separation locations, and will work with Region of York and area municipalities to further assess these locations based on common considerations
- These discussions are expected to further inform decisions on the overall RER program

Level Crossings within York Region



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

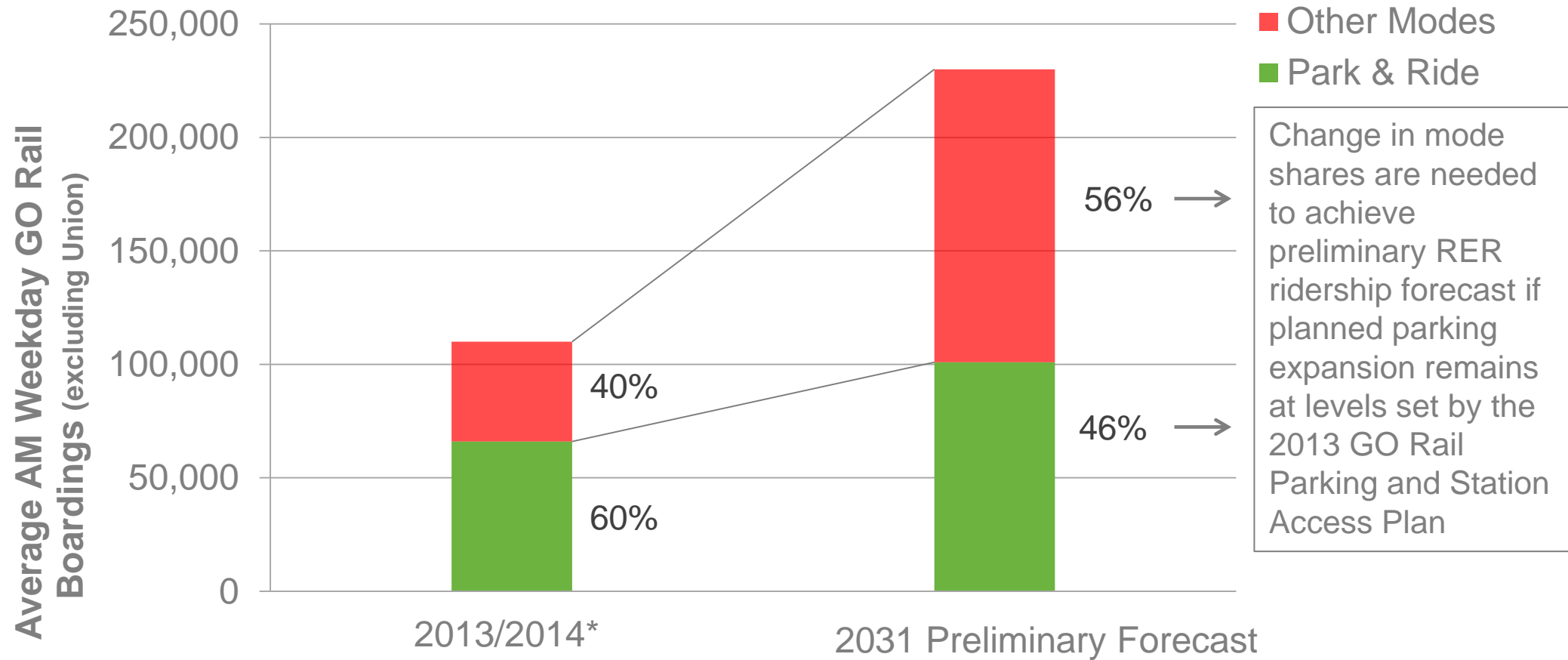
Stage 6. Further Analysis

Following public engagement, more detailed business case analysis will begin on shortlisted sites

Upcoming Public Engagement: EA, Grade Separations & Station Analysis

- A regional **consultation series** is being planned for the new year. Approximately 30 meetings will be held in communities across the region which will provide residents with an opportunity to find out more about the full suite of Big Move initiatives that are under way and will be consulted on including fare integration, new stations, area specific EAs, electrification etc.
- Corridor Committee will include a more detailed discussion of Station Analysis and EA which will meet November 13, 2015. Mayors or their designate are invited to attend.
- In addition, letter was sent to elected officials advising that the first round of public meetings on the EA for double tracking the Barrie corridor started in November. Newmarket meeting was held November 5th, at the Ray Twinney Complex, Lounge 1, 100 Eagle St.

Station Access is critical to RER's ridership potential



**Boarding's based on Fall 2014 GO Rail Cordon Count & Mode share based on 2013 GO Rail Passenger Survey*

Station Access: Getting to and from GO services

- The “first mile” and “last mile” are crucial to RER’s success
- More frequent train trips, attracting greater numbers of passengers, will necessitate changes to the mix of modes at GO stations



Active Transportation

- Attractive and safe walking and cycling routes
- Bicycle parking
- Bike Share services



Local Transit

- Building on existing relationships with municipal service providers
- Opportunities to improve seamlessness and convenience (eg scheduling, routing, wayfinding)



Drop-offs/Pick-ups

- Ensuring convenient access for “kiss and ride” users, taxis etc.
- New opportunities for dynamically-routed shuttles



Park and Ride

- Parking supply growing, but capital intensive and cannot expand indefinitely
- Optimization initiatives (eg reserved carpool parking)

GTHA Fare Integration - Vision

The evaluation of options is based on the draft long-term vision and goals for the GTHA fare integration strategy, developed with stakeholder input, and focusing on the customer perspective to regional transit travel.

Vision

- The *GTHA Regional Fare Integration Strategy* will increase customer mobility and transit ridership while maintaining the financial sustainability of GTHA's transit services.
- This strategy will remove barriers and enable transit to be perceived and experienced as one network composed of multiple systems/service providers.

Deliverables Toward GTHA Fare Integration

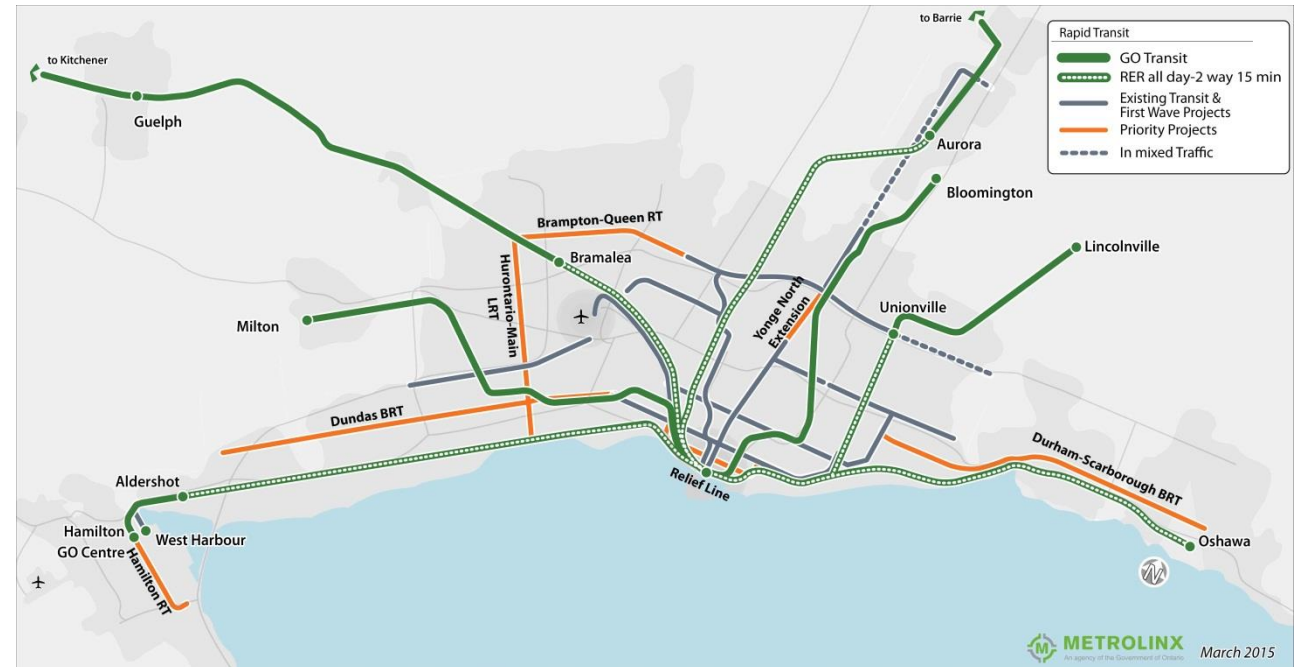
Intensive work with active municipal transit agency involvement has short-listed options for in-depth analysis to develop a recommended Fare Structure



Next Wave Project Planning

- Meeting the growing transportation needs of the region requires a pipeline of projects ready to be delivered and operated as funding becomes available
- As part of the Moving Ontario Forward program, funding has been provided to further invest in project development for Next Wave projects, including planning, design, and engineering
- Municipal partnership is critical to project success and strategies for engagement will be tailored to the context of each individual project

Next Wave and RER Projects



The Next Wave is Metrolinx's bundle of priority projects, including the Yonge North Subway Extension to York Region

Next Steps

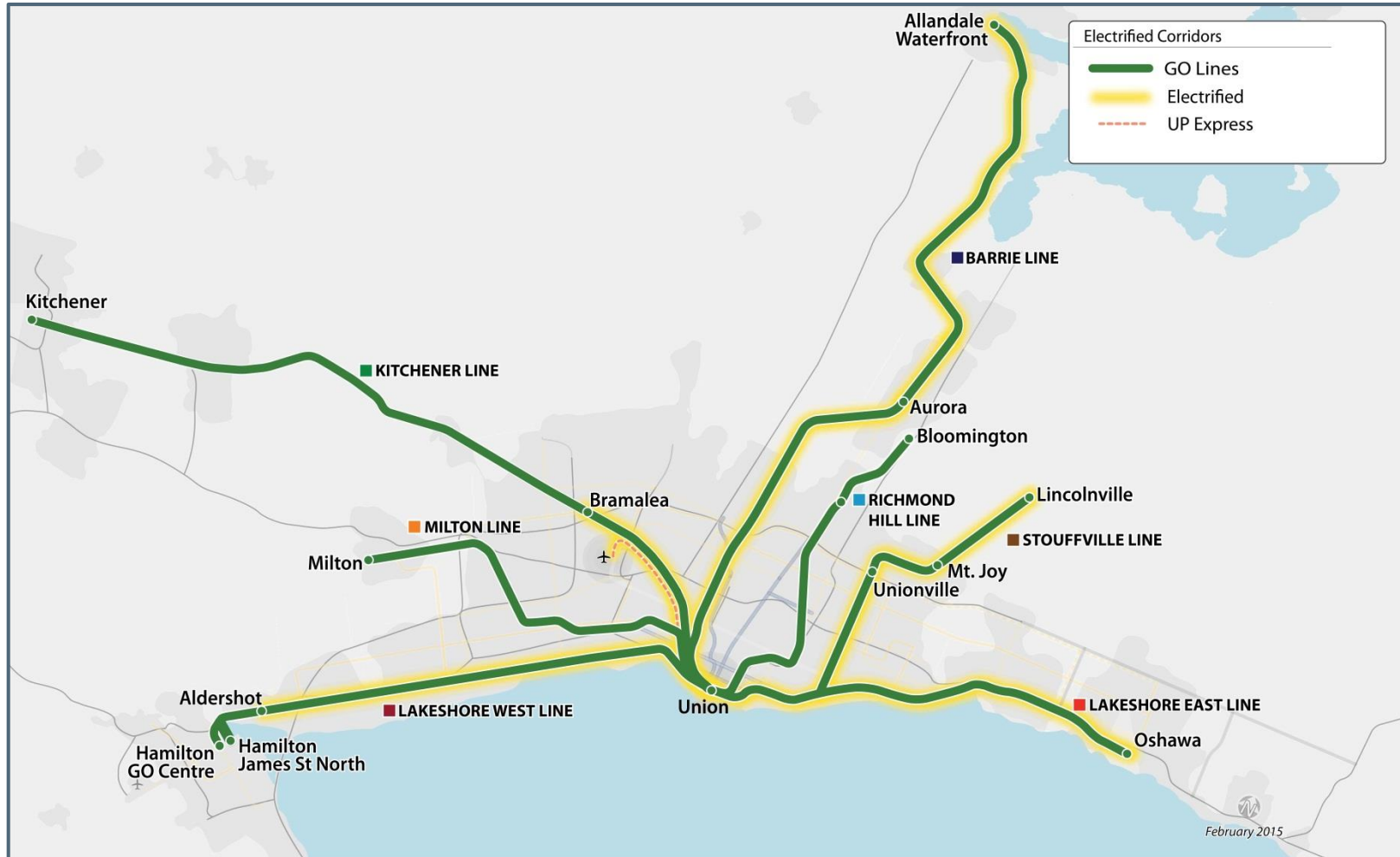
- Continue working with Regional and Municipal staff to refine analysis and projects included in the RER capital program.
- Starting series of community consultations on all that layers and projects associated with bringing more GO service to communities throughout the GTHA.
- Continue to work with municipalities on next wave project planning to ensure projects are ready for funding when it becomes available.

Questions and Discussion

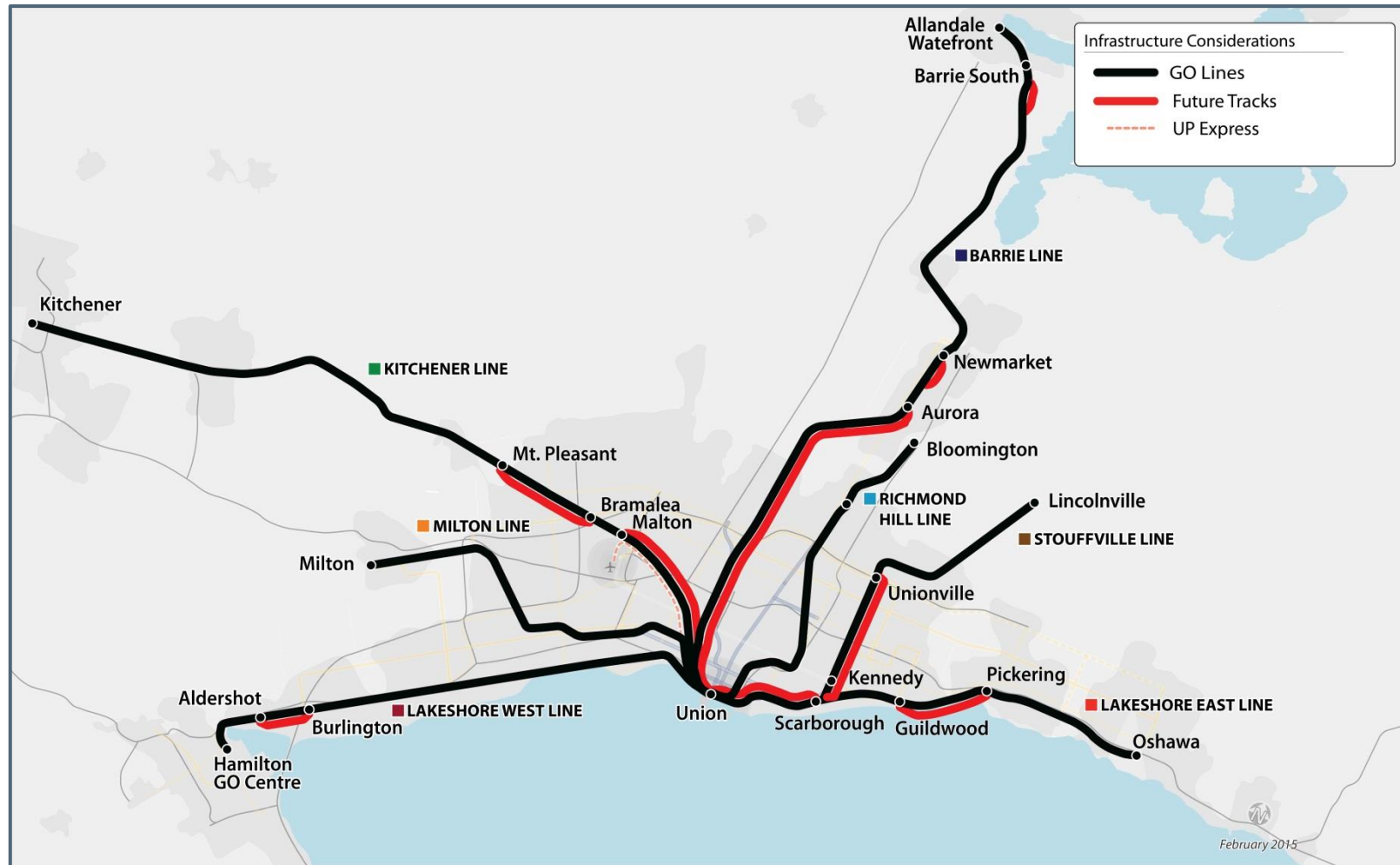


Appendix

Infrastructure Planning – Electrification

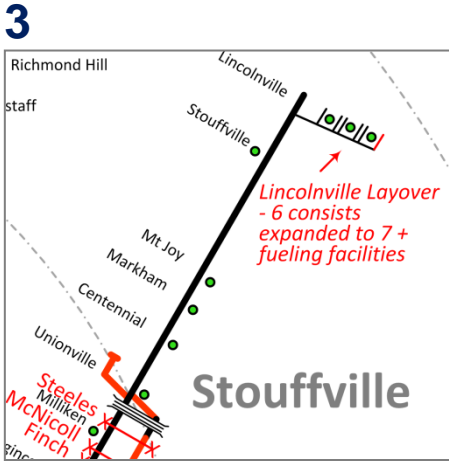
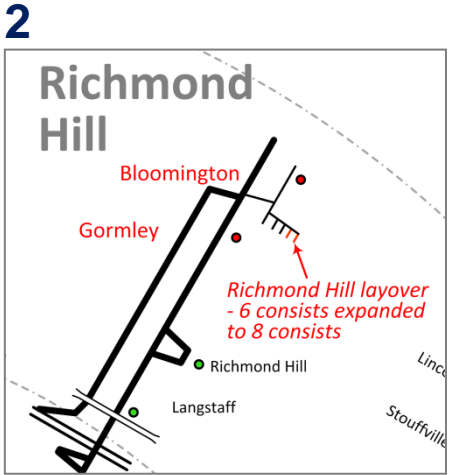
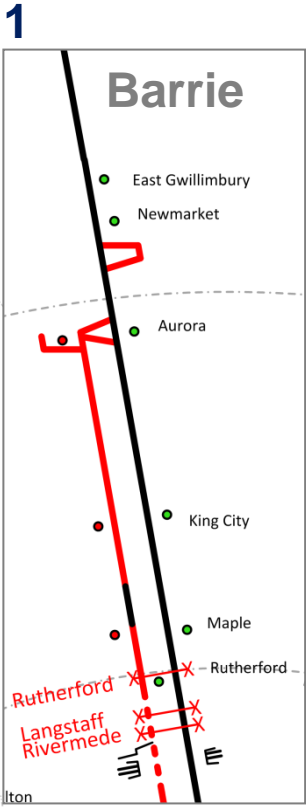
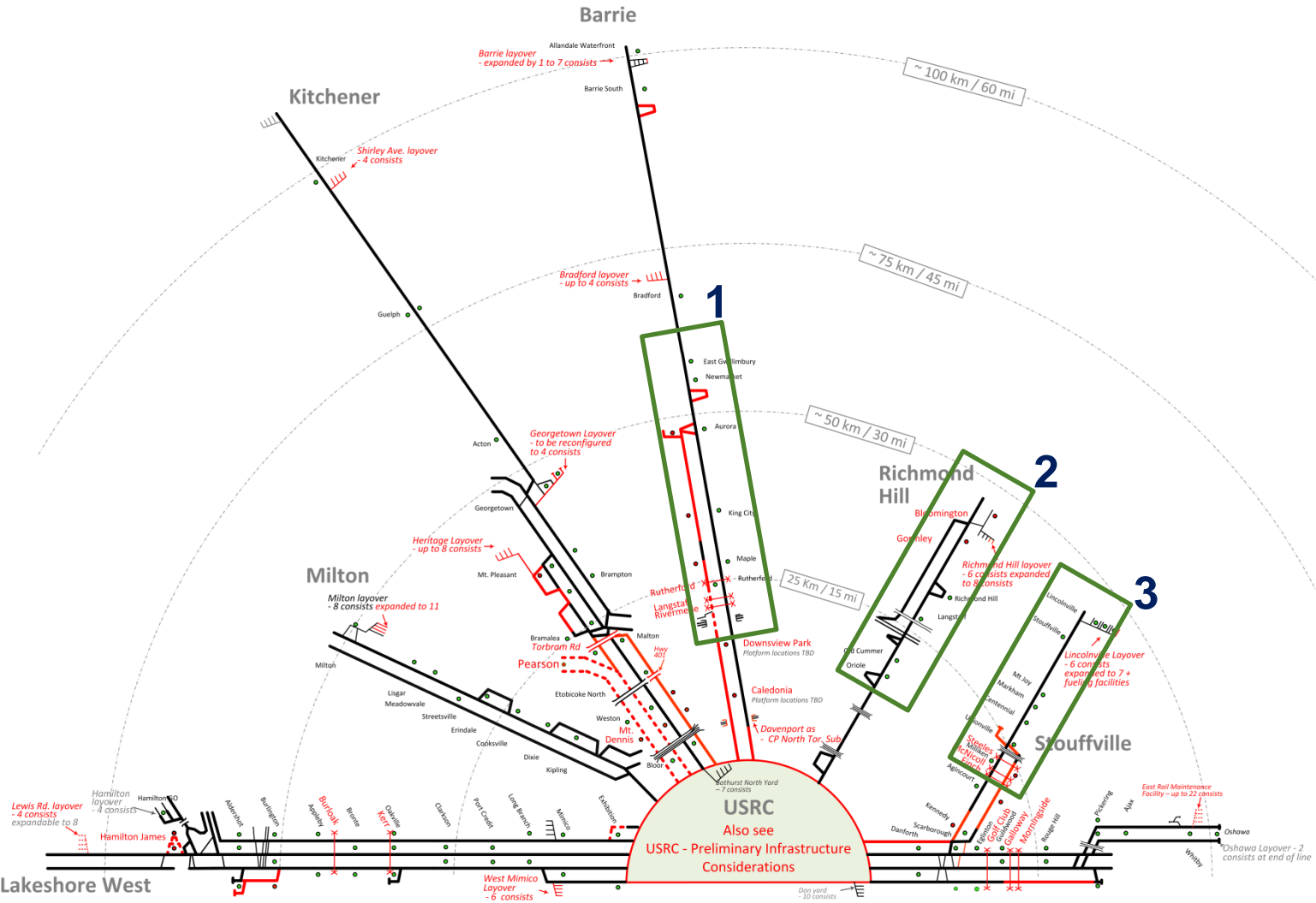


Infrastructure Planning – Additional Track



Detail: Infrastructure

	Main Tracks	Platforms	Grade Separations Rail/Rail	Road/Rail	Layover
Existing					
Under construction				n/a	
Future					



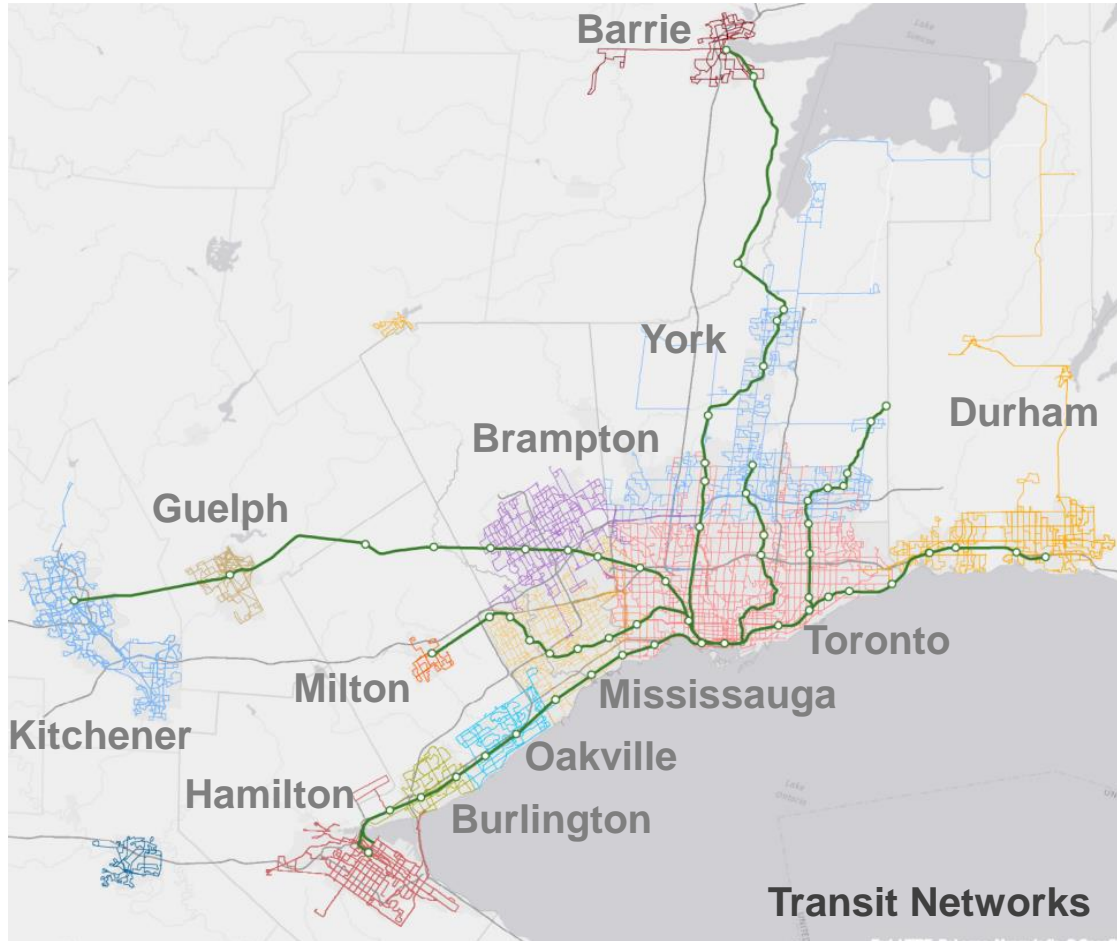
*Infrastructure plans are subject to further feasibility studies and Environmental Assessments

Major Grade Crossing locations– Barrie Corridor



Crossing	Road Authority
Davis Drive	Region of York
Rutherford road	Region of York
Water Street	Town of Newmarket
Green Lane	Region of York
Wellington Street E	Region of York
Mulock Drive	Region of York
St. John's Side Road	Region of York
McNaughton Road	City of Vaughan
Minet's Point Road	City of Barrie
Innisfil Beach Road	County of Simcoe

Stations and the GO Rail network



- The GO Rail regional network consists of 7 lines with 63 stations (and 7 underway) linking with 12 local transit networks.
- Stations are where GO, local transit services and communities intersect.

GO Corridor	Planned/ In progress
Richmond Hill	Bloomington
Lakeshore West	Confederation
Barrie	Caledonia
Barrie	Downsview Park
Richmond Hill	Gormley
Kitchener	Mount Dennis
Lakeshore West	West Harbour

GTHA Fare Integration - Goals

Goal 1: Simplicity

- The fare strategy will simplify customer experience and agency fare management/operations, attracting travellers to transit services throughout the GTHA.

Goal 2: Value

- The fare strategy will reflect the value of the trip taken, and maintain the financial sustainability of transit services.

Goal 3: Consistency

- The fare strategy will create a common fare structure with consistent definitions and rules across the GTHA.

Train Whistle-Blowing Requirements

- The 8 step procedure for eliminating the requirement to whistle is set out by Transport Canada under the Railway Safety Act
- Key steps include the following requirements:
 - Public notice by the municipality that it intends to pass a resolution that it agrees whistles should not be used
 - Assessment by the municipality and railway whether the crossing meets the Transport Canada Standards
 - If the standards are met, the municipality may pass a resolution prohibiting whistling
 - The railway notifies Transport Canada and implements whistle cessation within 30 days
 - The municipality and railway are responsible for monitoring and ensuring that the crossing continues to meet the Standards
- Metrolinx will work with the municipality, and will support whistle cessation provided the Standards are met

Regional Transportation Plan: The Big Move

- RER is part of an integrated transportation network, a vision of which is laid out in The Big Move.
- The Big Move provides a blueprint that reaches out 25 years into the future to guide decision-making
- About values as much as it is about vehicles – includes over 100 priority actions and supporting policies
- A living document
 - Adopted in November 2008 following extensive public and stakeholder engagement
 - The first formal review process is now underway and the introduction of RER will inform planning.

