

GREATER TORONTO AND HAMILTON AREA



REGIONAL RAPID RAIL

A V I S I O N F O R T H E F U T U R E

Presented to:

Chair Milczyn and the Planning &
Growth Management Committee

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Presented by:

Karl Junkin

Peter Miasek

Bruce Budd



Outline

- Background Information
- Context/Inputs
- Objective
- Vision
- Transport Action Ontario Findings
- Findings Affecting Toronto
- Going Forward

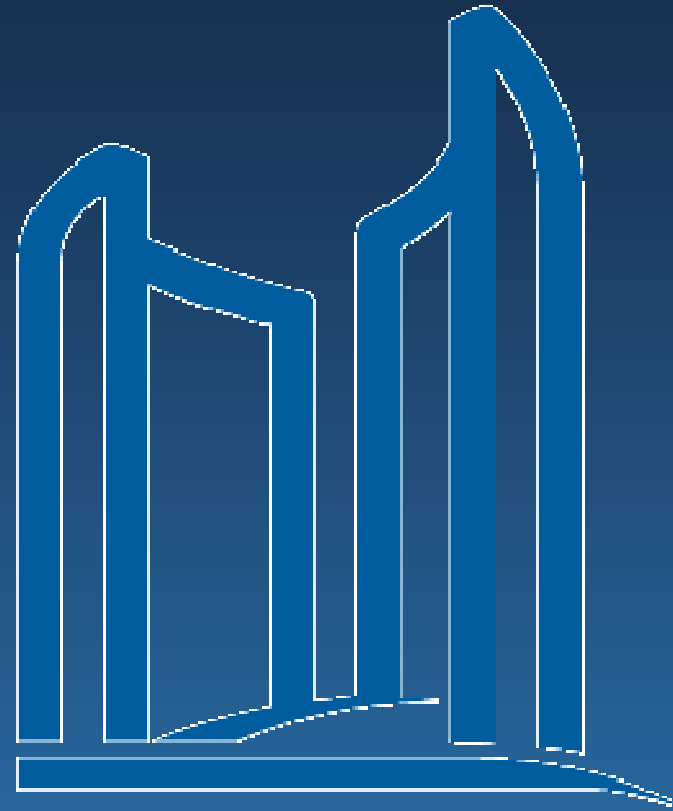
Background Information

- January, 2011
 - “E-study” released
- May, 2011
 - Work begins on report
- July, 2013
 - Report released



Background Information

- City of Toronto
 - August, 2013
 - Chief Planner and staff
 - Positive reaction
 - November, 2013
 - MM41.15
 - Carried 36-1



Background Information

- Other dialogues regarding report:

VIVANEXT



Ontario



METROLINX



Ajax



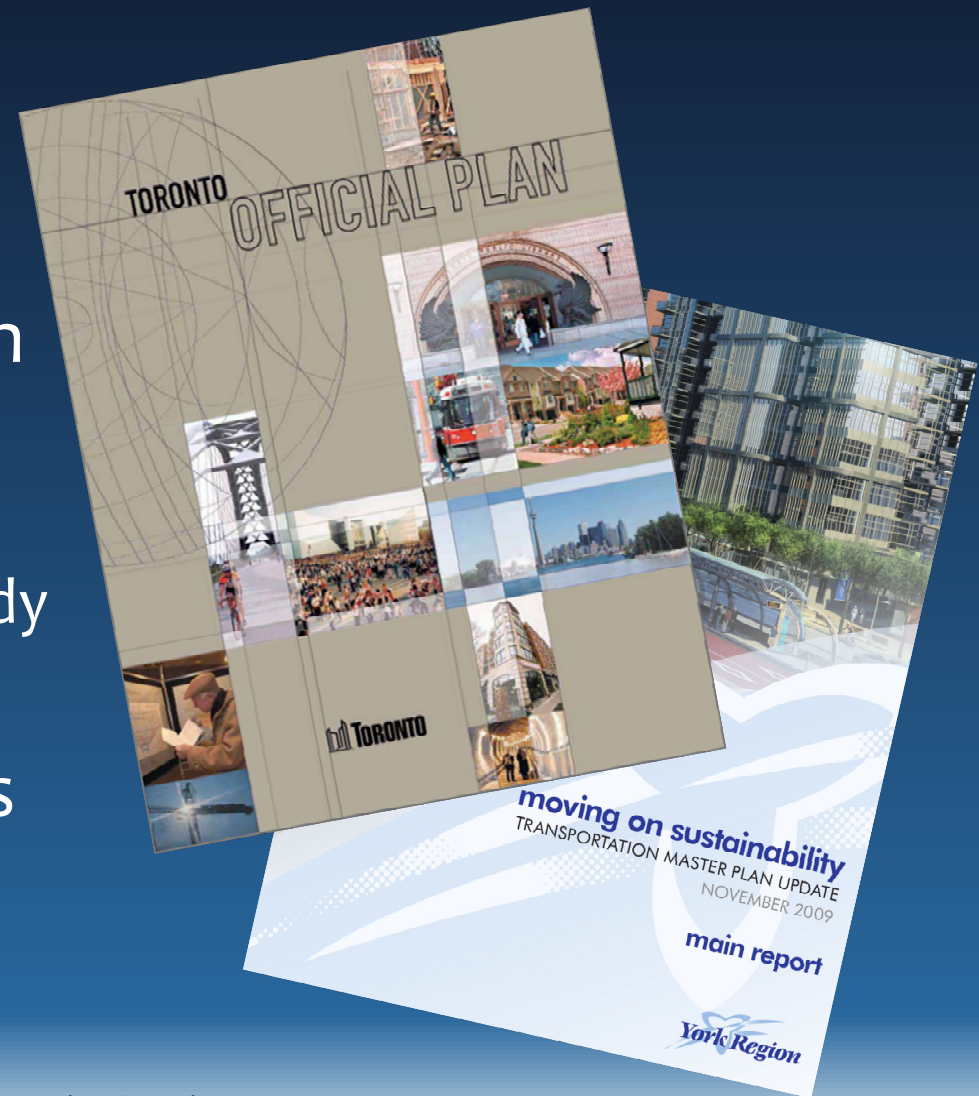
Context/Inputs

- Metrolinx Greater Golden Horseshoe model (late 2008)
- E-Study (early 2011)
- Union Station Rail Corridor studies (late 2011)
- TTC Downtown Rapid Transit Expansion Study (late 2012)



Objective

- Have findings considered in ongoing evaluations:
 - Metrolinx studies
 - Yonge Relief Network Study
 - Official Plans, etc.
- Connect with professionals
 - Support policymakers



“Regional Rapid Rail” Vision

- Electrify most of GO rail (2031)
- Electric Multiple-Units (EMUs)
 - Faster, more flexible, cheaper
- Aggressive frequencies
 - Every 3½-10 minutes at peak
- All rail lines run all-day
 - Every 15 minutes in 2031



“Regional Rapid Rail” Vision

- 24 new stations in Toronto
 - Coverage
 - TTC Connections
 - Development
- Subway-range capacity
- Much faster than subways
- Branded “surface subway”

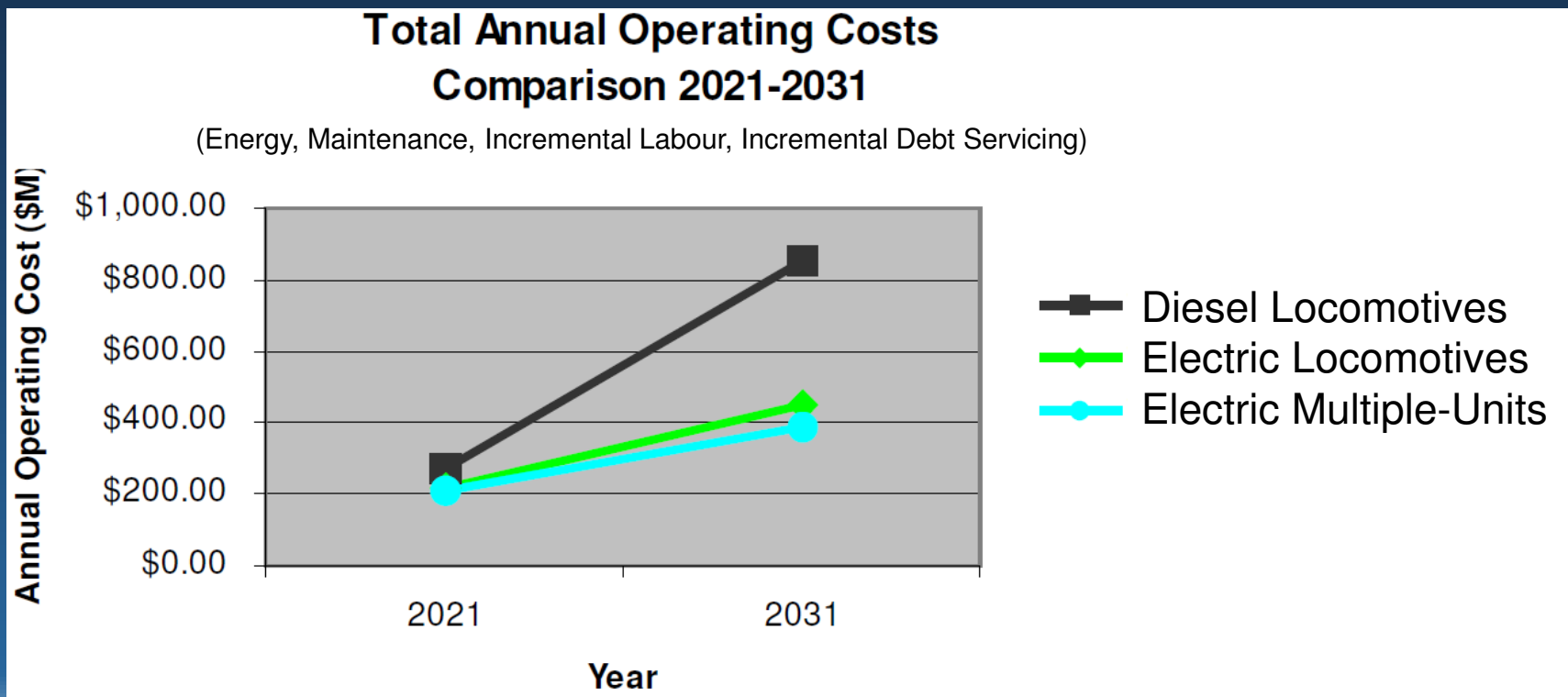




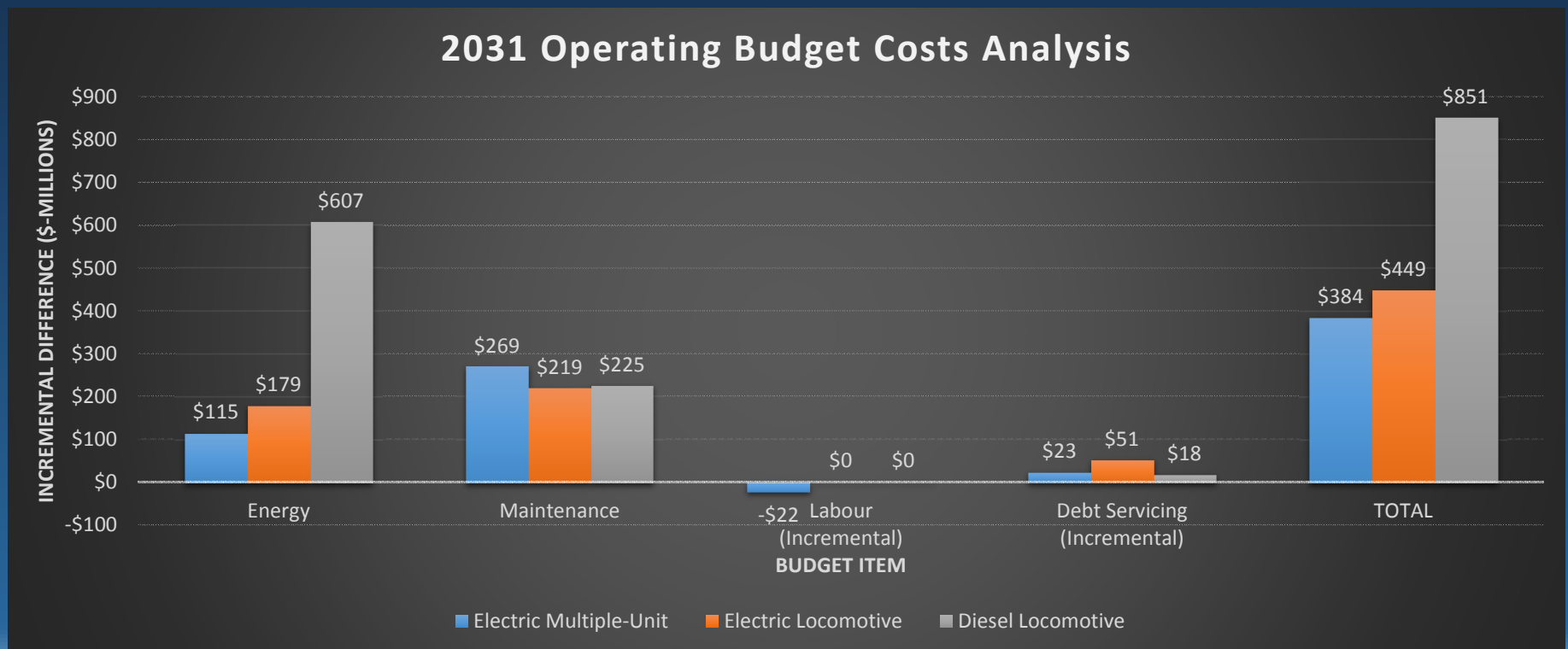
Transport Action Ontario Findings

- Electrify ASAP for cheapest implementation
 - Delays add cost from increased service levels
- Electrification significantly benefits operating budget
 - Savings rise with service levels
 - Electric Multiple-Units cheapest by 2031
 - Electric Locomotives & Electric Multiple-Units equal in 2021
 - Both electric options cheaper than diesel in 2021

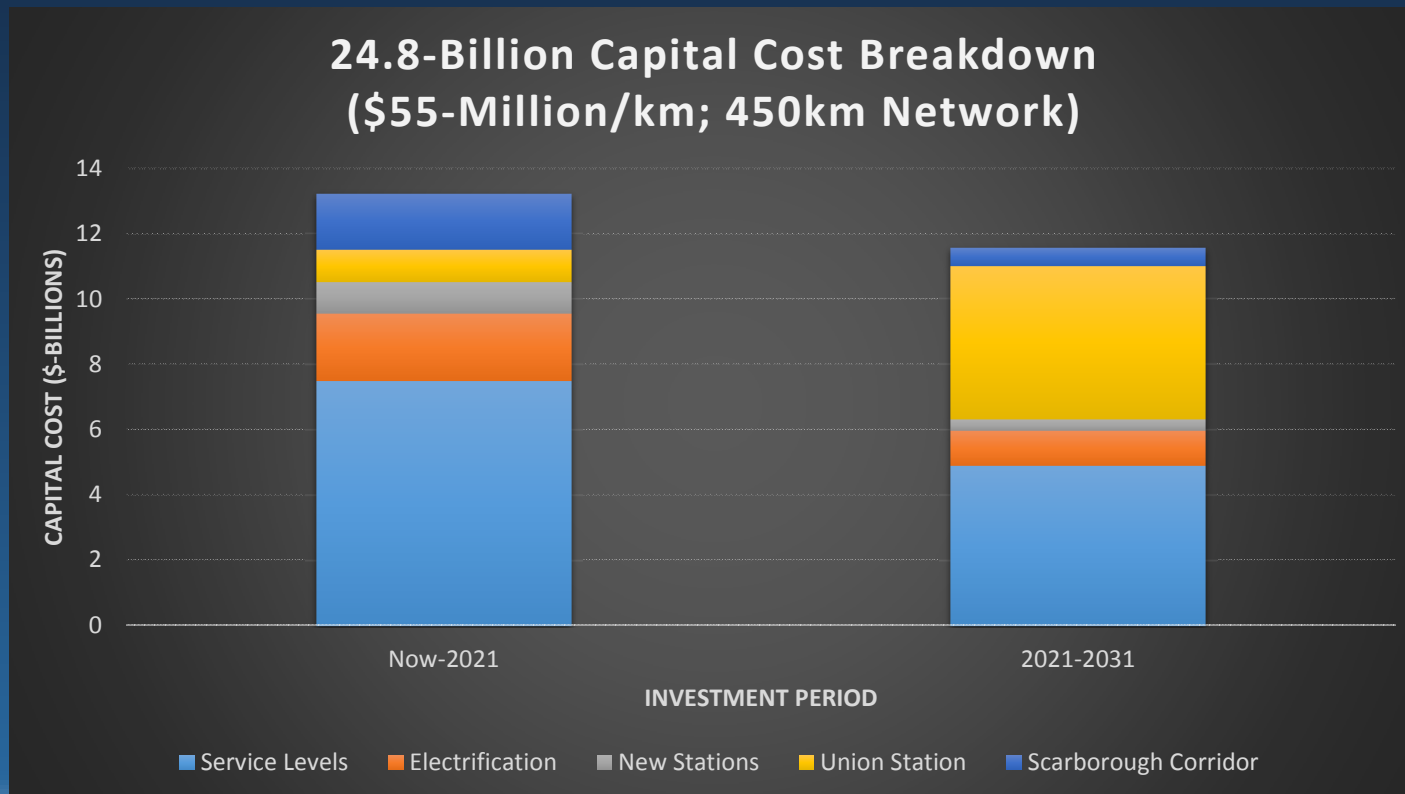
Transport Action Ontario Findings



Transport Action Ontario Findings

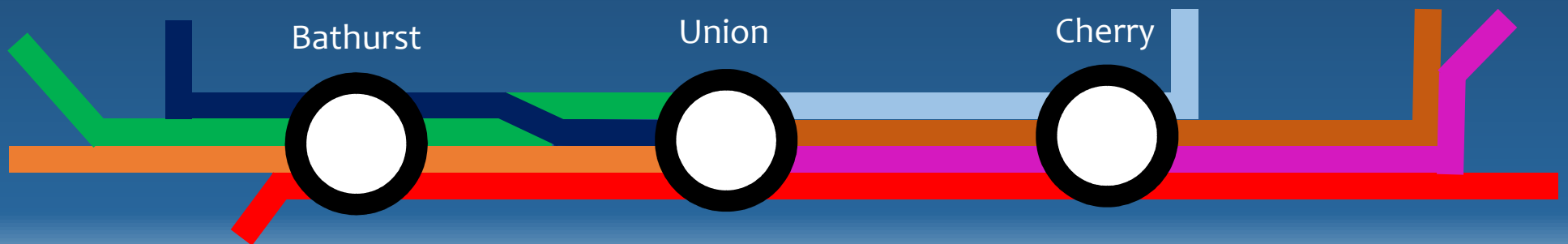


Transport Action Ontario Findings



Findings Affecting Toronto

- Potential TTC subway pressure alleviation
 - Issue: Toronto lacks co-fare
 - Many options (not explored)
 - Distribute downtown GO riders over 3 stations
 - Alleviates Union Station pedestrian pressure



Findings Affecting Toronto

- Expanded Union Station Rail Corridor is critical
 - More tracks needed by 2031
 - 2011 Aecom study agrees
- Relief Line subway needs further consideration
 - High demand on Relief Line in Metrolinx model
 - Included very high demands on most GO lines
 - Yonge Relief Network Study to evaluate options

Going Forward

- Maintain contact with Toronto Planning & Metrolinx
- Outreach to municipalities & MPPs along GO

Thank You