

METROLINX

**HURONTARIO LRT
GO EXPANSION**

**MANDEEP JASSAL
TEAM LEAD, COMMUNITY RELATIONS GO EXPANSION PROJECTS**

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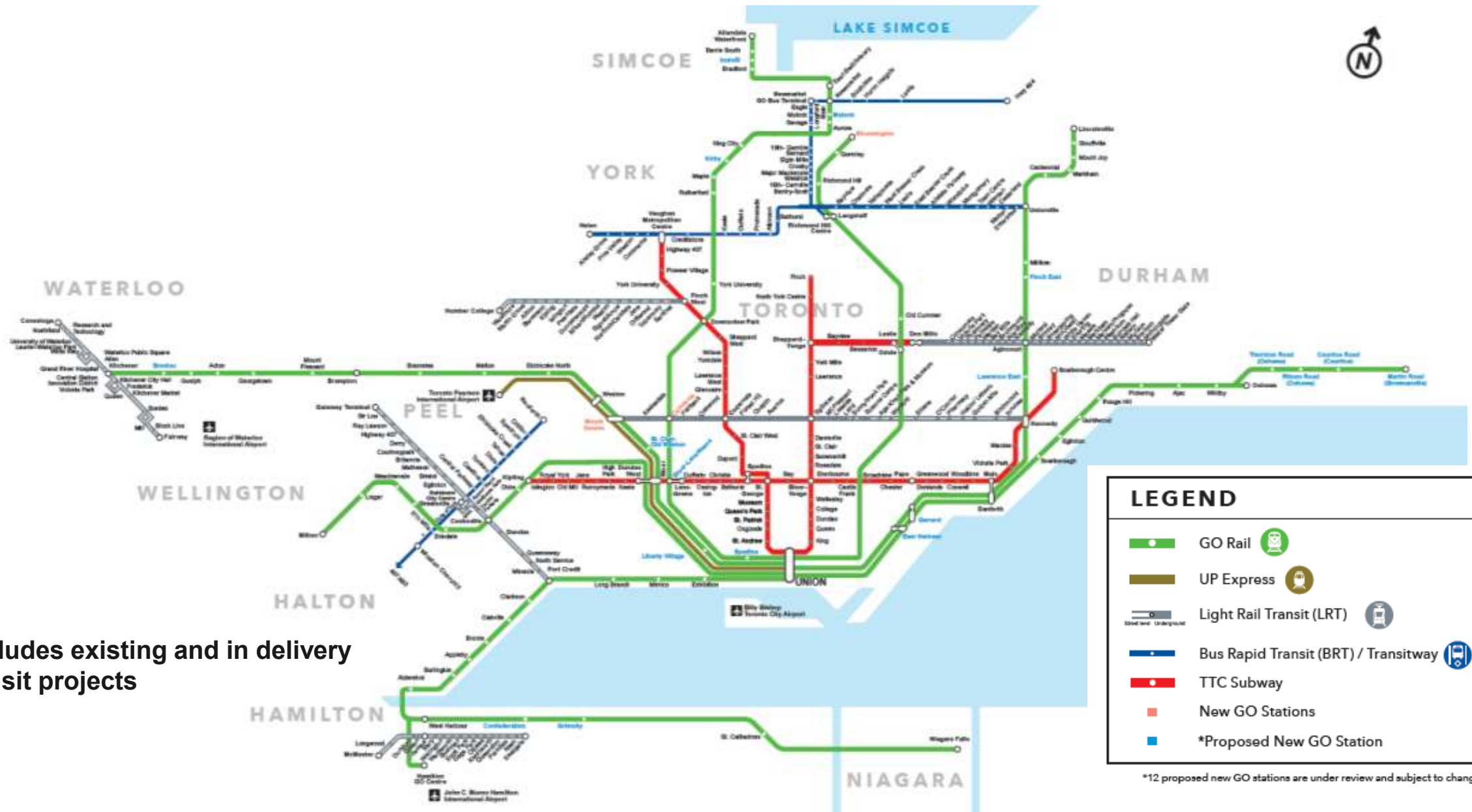
OUR RE

OUR REGION IS GROWING



PROJECTED POPULATION GROWTH RATE: 2011-2041

REGIONAL TRANSIT MAP – CONNECTING THE REGION



LEGEND

- GO Rail
- UP Express
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT) / Transitway
- TTC Subway
- New GO Stations
- *Proposed New GO Station

*12 proposed new GO stations are under review and subject to change.

* map includes existing and in delivery rapid transit projects

THE HURONTARIO LIGHT RAIL TRANSIT PROJECT



WHAT IS THE HURONTARIO LRT PROJECT?

- 20 kilometres of fast, reliable, rapid transit.
- 22 stops with dedicated right-of-way
- Connections to GO Transit, MiWay & Züm
- \$1.4 billion (2014 \$) commitment from the Province of Ontario
- Design, Build, Finance, Operate and Maintain (DBFOM) model
- Maintenance and Storage facility situated at Hurontario St. and Hwy 407
- The Light Rail Vehicles for the project will be assembled in Brampton

Project Timeline:

- 3 consortiums submitting proposals - Fall 2018
- Contract award – 2019
- Construction (with Early Works) – 2018 - 2022



Duke of York stop

Note: reference concept design only, subject to change

FAST AND CONVENIENT = RIDERSHIP

- Trains will run in a dedicated right-of-way, outside of regular traffic
- 20 of the 22 stops will be in the centre of the road
- Ticket and Presto machines will be on the platform
- The LRT will be fully integrated with other transit

Convenience

One Alstom vehicle carries up to 336 people - as many as 168 cars.

LRVs will arrive every 5 minutes during rush hours and every 7-10 minutes during off-peak hours.



ACCESSIBLE

- Trains will run in a dedicated right-of-way, outside of regular traffic
- 20 of the 22 stops will be in the centre of the road
- Ticket and Presto machines will be on the platform
- Platforms and trains will be fully accessible



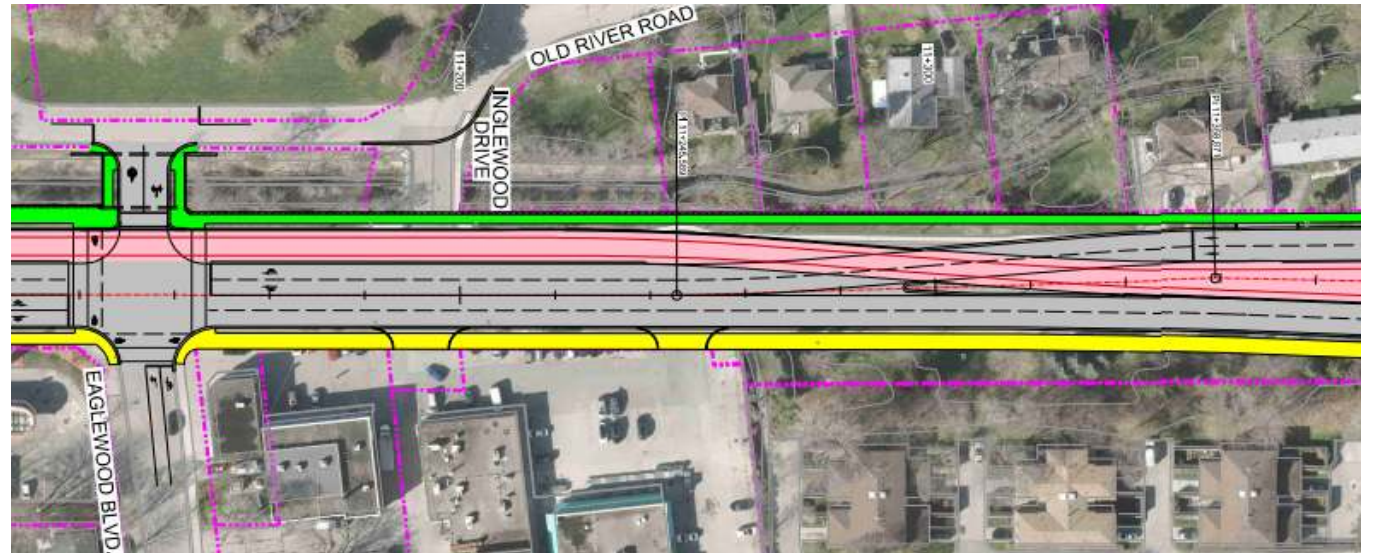
Alstom vehicles are 100% low floor for accessibility



Robert Speck stop

Note: reference concept design only, subject to change

UNDERGROUND APPROACH TO PORT CREDIT STATION



Eaglewood Blvd and Inglewood Drive Intersections

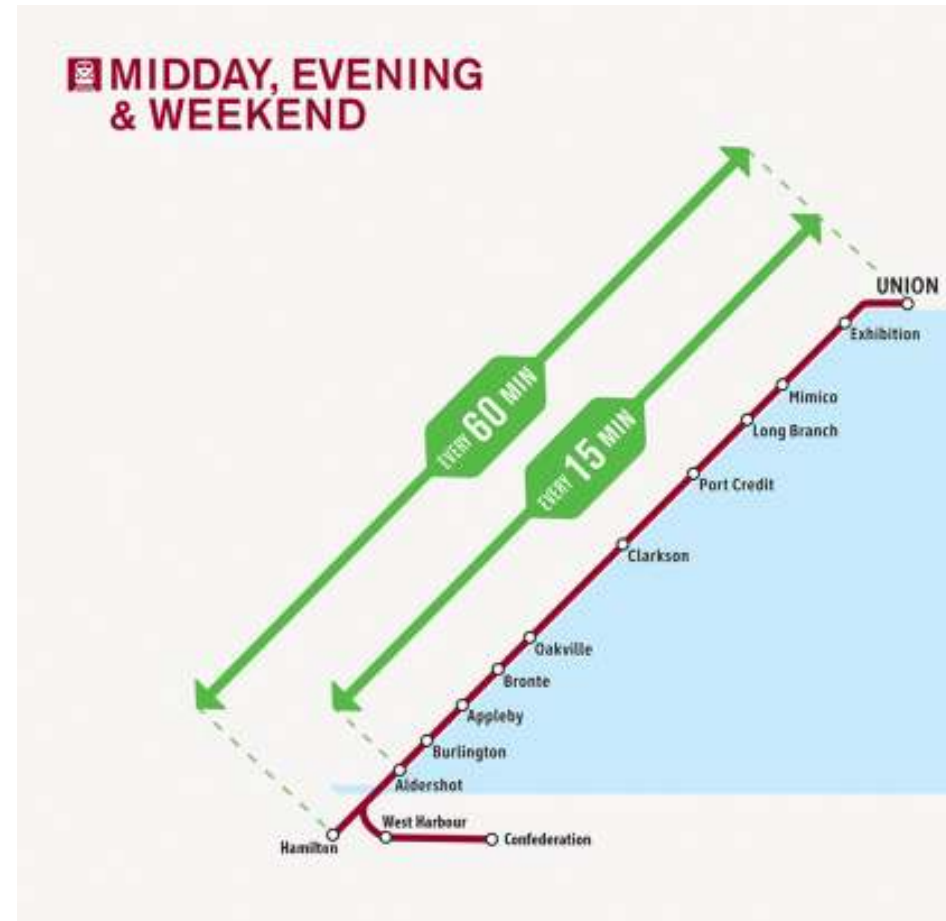
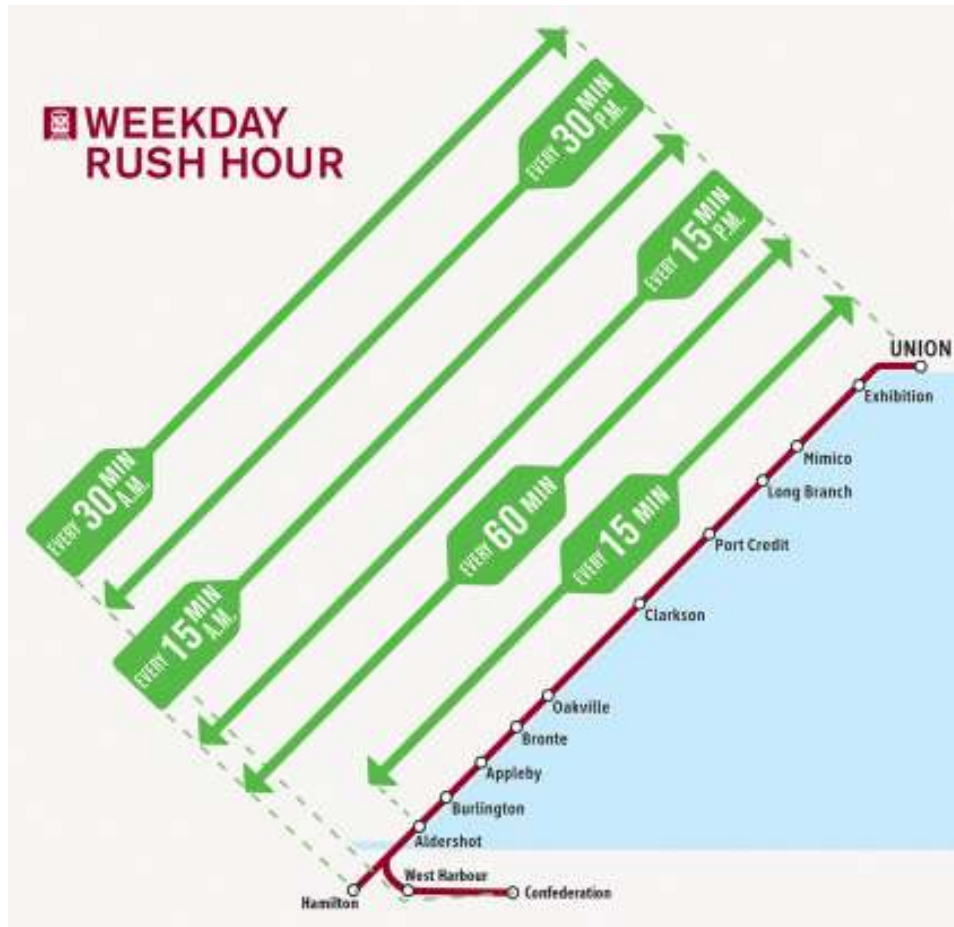
PORT CREDIT LRT STATION



GO EXPANSION

INCREASING SERVICE TO PORT CREDIT

- As part of GO Service expansion, we are electrifying the GO service in core areas and delivering 15-minute service to areas like Port Credit
- This makes it easier to travel across Mississauga and the entire GTHA



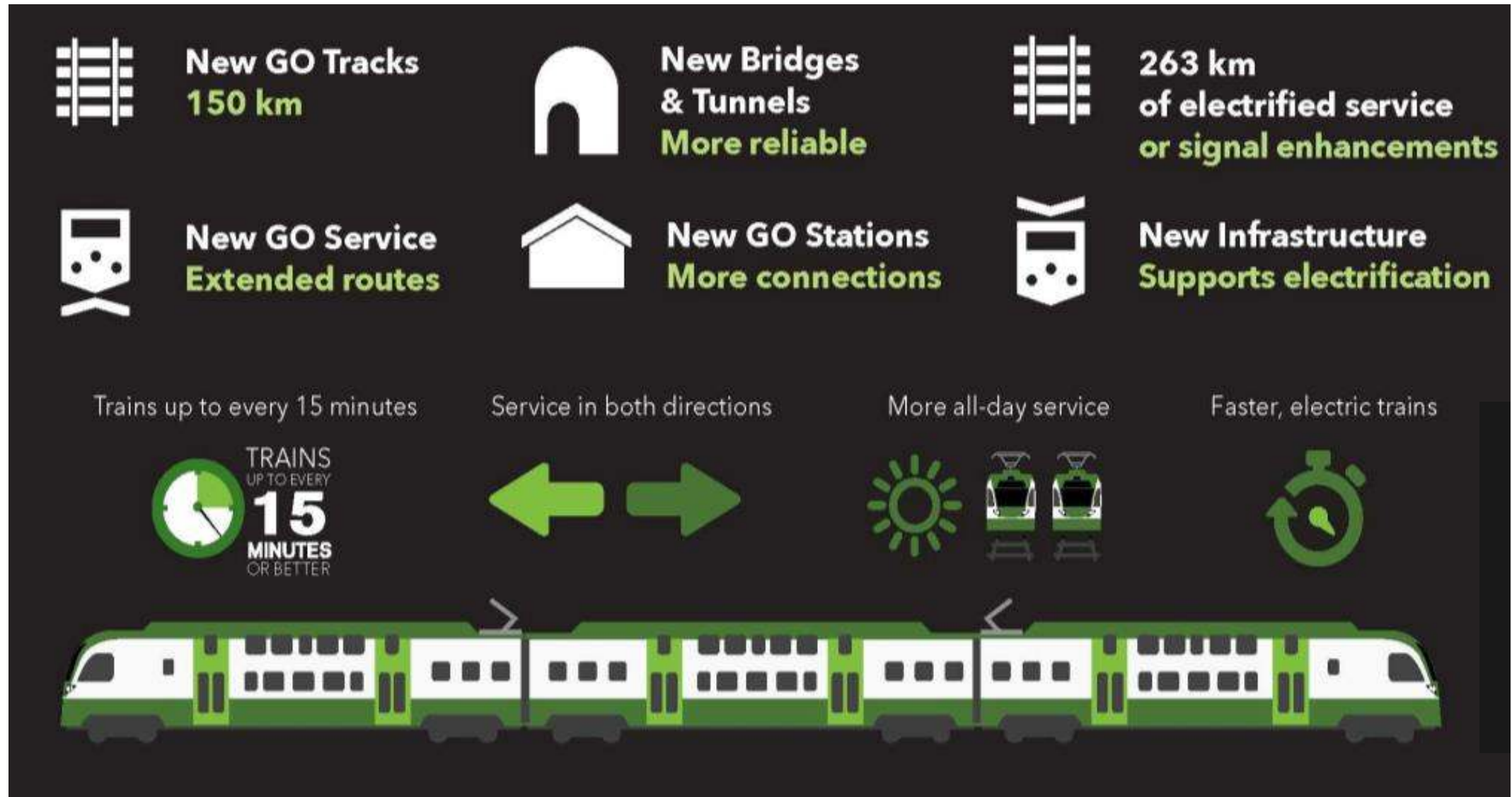
LAKESHORE SERVICE INCREASE

On September 24, 2018, we transformed the weekday GO train service along the busy Lakeshore East and West lines **by increasing service by 24%**.

- On Lakeshore West, **50 per cent more** midday train service Monday to Friday – that’s **an extra train every hour**.
- On Lakeshore East, we **doubled** midday, weekday service between Oshawa and Union, with **trains every 15 minutes**.
- It is the single-largest increase of GO train service in the last five years (220 new GO train trips each week).
- This contributes to roughly a **26 per cent increase** in seat capacity on GO services **since last October**.



PROGRAM OVERVIEW



ELECTRIFYING PORTIONS OF THE GO CORRIDORS



BENEFITS OF ELECTRIFICATION

- Zero air emissions from service
- Trains start faster resulting in quicker service
- Reduction in maintenance and operating costs



Rendering of OCS



OCS at station example
Salzburg, Austria



Bridge barrier example from
New Zealand

WHAT WE ARE DOING AT PORT CREDIT GO STATION

Port Credit Station Redevelopment

- **Transit Oriented Development (TOD)** - mixed-use development that includes residential, retail and office space.
- **Parking for customers** will be integrated with the TOD complex. Metrolinx's Station Access Plan identifies a need for additional new parking spaces at the station. The total number of parking spots to be determined in discussions with the TOD developer.

TRANSIT ORIENTED DEVELOPMENTS

- TOD increases ridership, decreases vehicle use and creates vibrant communities by better utilizing station lands
- Along the LSW Corridor, Metrolinx recently announced a TOD at Mimico GO Station, whereby Metrolinx will retain control of the important details of the project, like construction deadlines and station features, through the agreement while the developer assumes the cost of the construction.
- This approach creates a cost effective way to a more connected, healthy and sustainable communities – and the community will continue to have a say in the new GO station development through the public consultation process.

WHERE ARE WE WITH GO STATION DEVELOPMENT

- **Spring 2015**

- Completed a Request for Qualifications (RFQ) for TOD; prequalified 3 proponents.
- Any GO Station development can't begin until the LRT stop is built.

- **Next Steps**

- Metrolinx continues to review all available options and work with stakeholders to finalize the scope of the project.
- We will continue to keep you and the community updated as the Port Credit redevelopment process evolves and we will come back at a future date once there is more information to share.

QUESTIONS

