

GO Expansion Update: Mimico and Long Branch Stations

INTRODUCTION

- As part of Metrolinx's GO Expansion program, we are adding new infrastructure across the region, including grade separations, bridge upgrades, track installation, electrification enabling works, and station improvements.
- Metrolinx is also working to have all of our stations AODA compliant in accordance with the Government of Ontario's goal of full accessibility by 2025.
- Long Branch and Mimico are two of the oldest stations in our system. We started our modernization project several years ago but have since received funding for increased service and electrification along GO lines.
- With electrification as a core element of the program and more trains running along our tracks, specific infrastructure requirements need to be integrated into station design.

BACKGROUND

- Mimico constructed in 1967 & Long Branch GO built in 1980.
- **2009** - Mimico GO and Long Branch GO identified in GO Transit's Accessibility Plan to be rehabilitated in order to meet Metrolinx's standards for accessibility.
- **2012** – Mimico GO Station upgrades announced including:
 - platform extensions to accommodate 12-car trains
 - platform snow melting system
 - station building and accessibility upgrades
- **2013** – Long Branch Station accessibility upgrades announced.
 - New elevators, tunnels, and canopies

COMPLETED WORK AND WHAT'S NEXT

- **August 2012** - Construction started at Mimico.
- **Early 2013** - Phase 1 of the project completed, which involved lengthening and widening the existing south rail platform to accommodate 12-car trains, replacing platform curbs, lights and adding a shelter.
- **2014** - Phase 2 completed, included lengthening and widening the existing north rail platform to accommodate 12-car trains, and the completion of the new access off Newcastle Street which added parking (100 new spaces) and permitted the conversion of some old parking spaces into a new Kiss and Ride area.
- **2014-2015** – GO Expansion announced and receives funding.
- **2016** - Revised procurement plan for Capital Projects on Lakeshore West including Mimico and Long Branch Stations. 30% Preliminary Design completed for both stations.
- **December 2017** - RFQ issued for Package 1 upgrades on Lakeshore West Corridor including Mimico and Long Branch Stations.
- **April 2018** – RFP issued

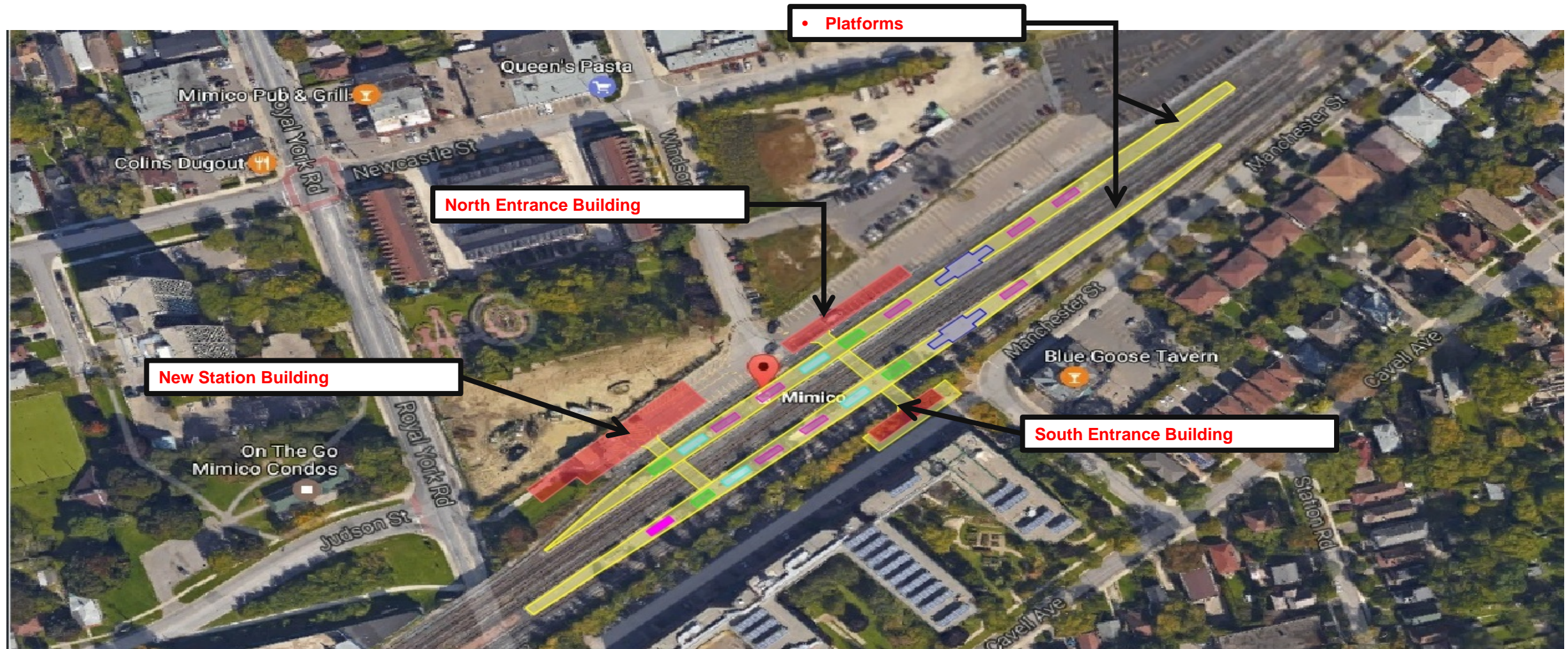
MIMICO STATION PLANNED UPGRADES

- New station building.
- Two new east and west tunnels with elevator and stair access to platform level.
- Accessible north and south entrance buildings with a new passenger pick-up & drop-off area on Manchester Street.
 - **South entrance pending property agreement with Toronto Community Housing**
- Rehabilitations of existing platforms, including snow melting systems, heated shelters, elevators, stairs and integrated platform canopies.
- Revisions to existing parking lot, including passenger drop-off and pick-up area, bike lanes, pedestrian walkways and bike shelters.
- Provisions for electrification, including grounding and bonding, and Overhead Contact System (OCS).

MIMICO STATION UPGRADES

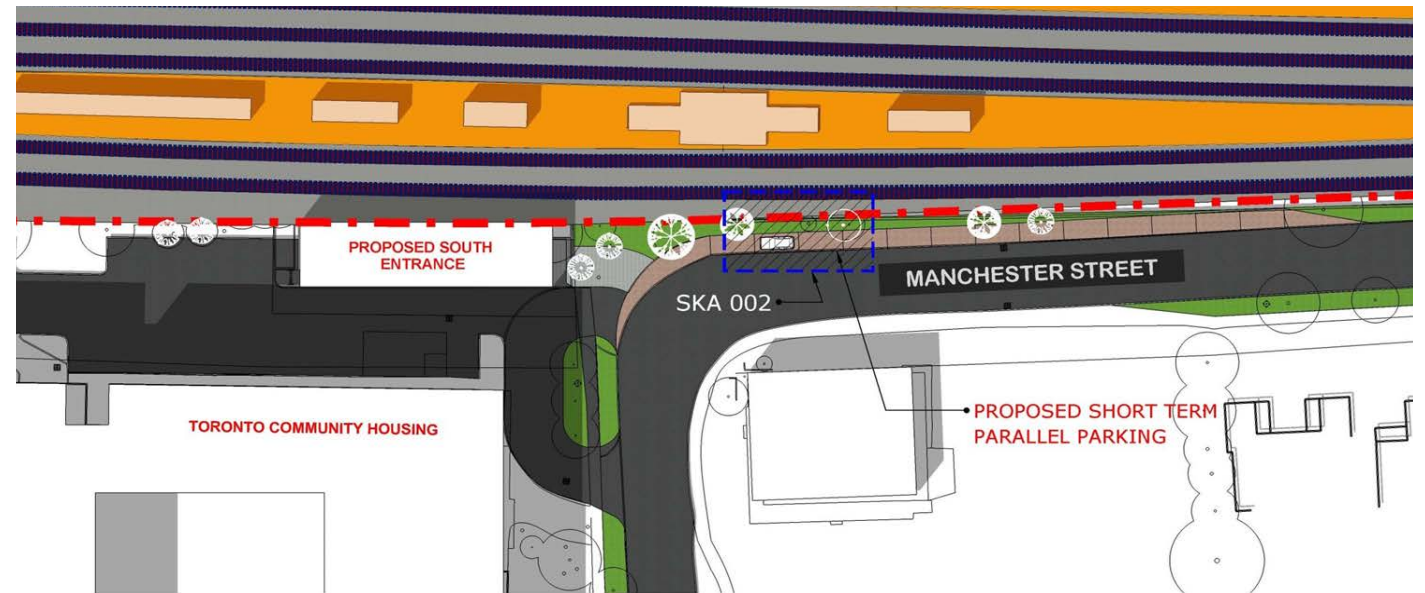
Legend

-  - Stairs
-  - Mini-platform
-  - Tunnels
-  - Elevators/Vestibules
-  - Shelters
-  - Platforms





Proposed rendering of new station entrance



Layout for south entrance and passenger pick up & drop off area

LONG BRANCH STATION

- New station building.
- Two new east and west tunnels with elevator and stair access to platform level.
- Revisions to existing parking lot, including a passenger pick-up & drop-off area, bike lanes, pedestrian walkways, and bike shelters.
- Barrier free washrooms, and upgrades to communication, mechanical and electrical systems, etc.
- Improved access from Edgeware Drive.
- Accessible West entrance building with a passenger pick-up & drop-off area.
- Rehabilitations of existing platforms including snow melt systems, heated shelters, elevators, stairs and integrated platform canopies.
- Provisions for electrification, including grounding and bonding, and Overhead Contact System (OCS).

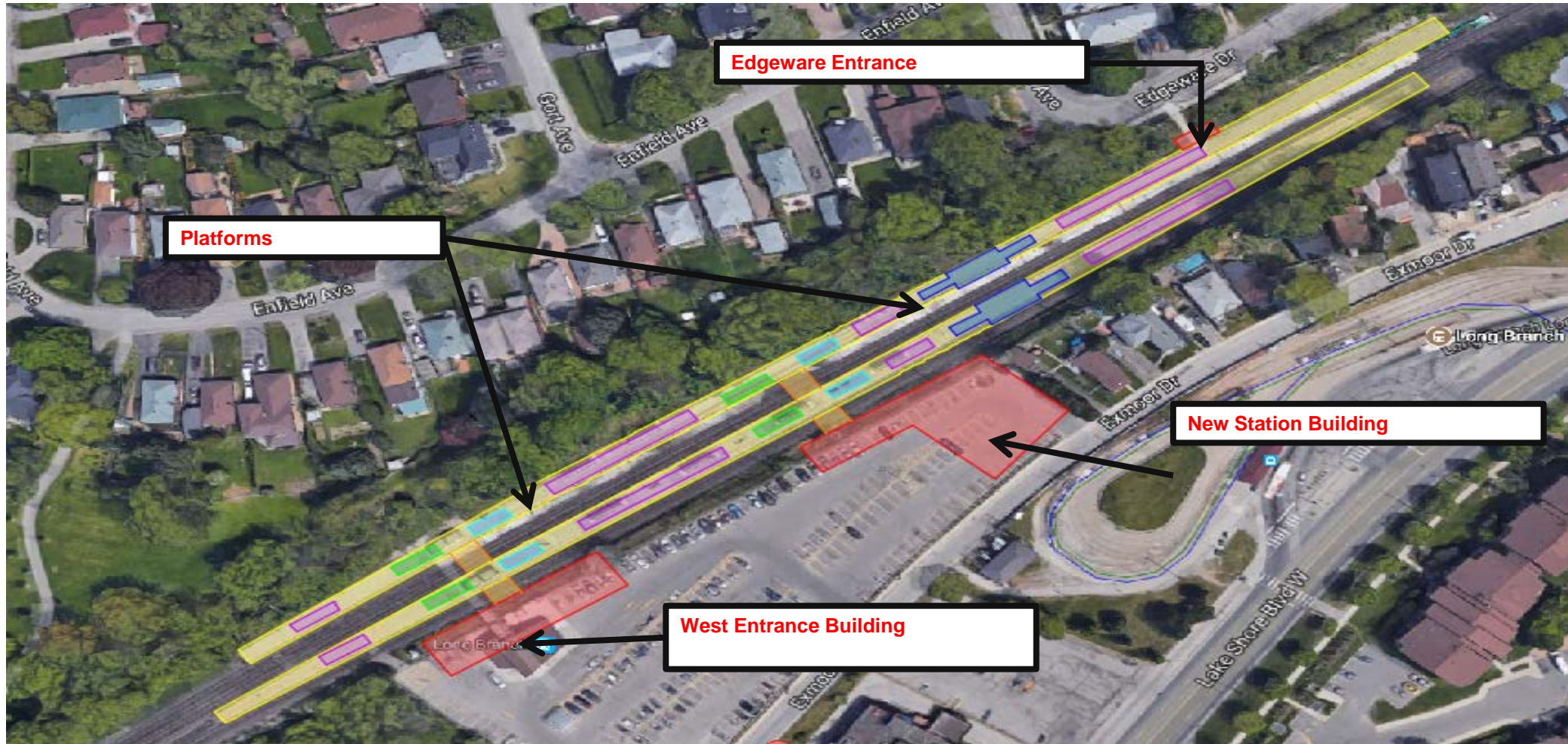


Rendering of new station building

LONG BRANCH STATION UPGRADES

Legend

- | | | | | | |
|---|------------------------|---|-----------------|---|-----------|
|  | - Stairs |  | - Mini-platform |  | - Tunnels |
|  | - Elevators/Vestibules |  | - Shelters | | |



CHALLENGES

- Property acquisition - Toronto Community Housing Corporation (TCHC) owns the land, and tenanted seniors building on it, along the south tracks at Mimico GO Station (Manchester and Blue Goose Streets) where we intend to construct an entrance for a tunnel connection to the new station building.
- Lakeshore West is our busiest corridor, currently accommodating 30-minute service and freight traffic. This will impact our ability to perform some of the necessary corridor work at both stations and may result in night work.
- Constrained sites which may mean impacts to station access and potentially parking during construction.
- We will work with the contractor to minimize any impacts to customers and communities.

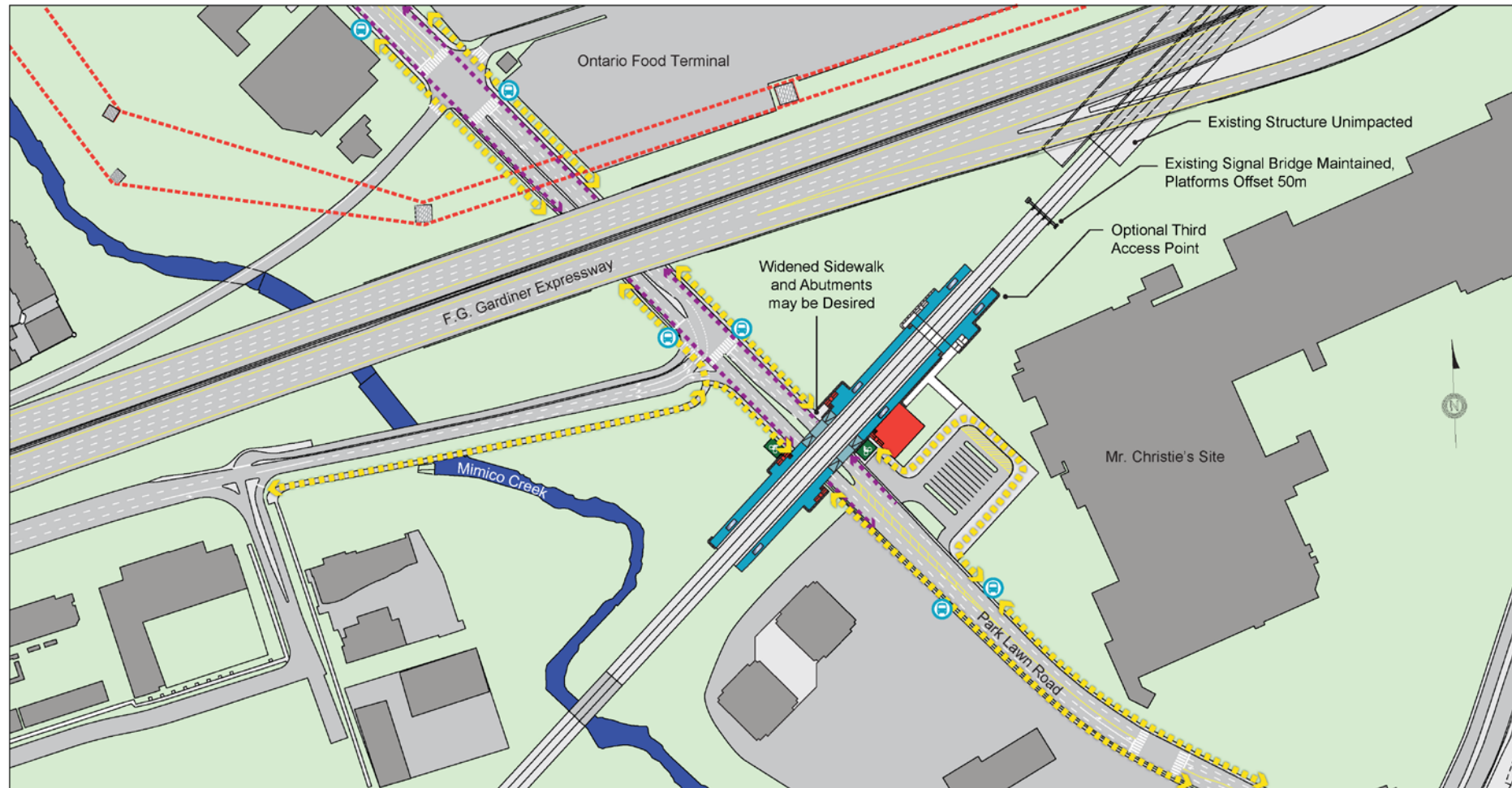
NEXT STEPS

- **Early 2019** – Planned contract award.
- **2020** - Anticipated construction start. A work schedule and phasing plan for work along the entire corridor will be submitted by the successful bidder.
- **2023** - Construction completion.
- **2025** – GO Expansion program completion.












POTENTIAL PARK LAWN STATION?

- **June 2016** - Metrolinx Board of Directors adopted 12 new stations to be included in the ten year, GO Expansion program. These stations were identified through an initial business case process. A decision on a Park Lawn GO station was deferred pending further consultation with stakeholders to improve technical and operational constraints.
- **February 2018** - Updated business cases reveal significant benefits to building these new GO stations to provide more access to better, faster service we're delivering through GO Expansion. New analysis included updated modelling that now includes removal of fare barriers, express service and level boarding, and optimized service patterns.
- As part of this review, a refined station layout and location at Park Lawn was found to be an increasingly strong transit investment. Further investigation of the costs and benefits of this station is being carried out with a report available in late 2018.
- If approved by the Metrolinx Board, the station will require funding and an EA before construction would start.

INITIAL DESIGN – PARK LAWN GO STATION



Legend

	Station Facility		Pedestrian Circulation		Hydro Corridor
	Platform		Pedestrian Crosswalk		Hydro Tower
	Shelter		Bike Facility		
	Retaining Wall		Bike Shelter		
	Mini-Platform				

PARK LAWN STATION Not to Scale

NOTE: Conceptual design to be used for evaluation purposes only. This concept illustrates a single alternative that may be feasible on the station site. A more detailed investigation of the preferred station layout should be determined in consultation with internal and external Metrolinx stakeholders. Station location and layout is subject to further feasibility analysis, environmental assessment, and design development. Location of all hydro infrastructure is approximate

