GO News

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GO Transit's Newsletter for Customers

spring 2011

Keeping You in the Know.

A Division of METROLINX

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Georgetown South Project

This issue of GO News spotlights the improvements we're making on the Georgetown Corridor.

Over the past five years, ridership on the Georgetown line has grown by over a half million people. The Georgetown South Project is expanding its rail infrastructure to enable GO Transit to meet existing and future ridership demands. The infrastructure will also support a new Air Rail Link (ARL) between Toronto's Union Station and Toronto Pearson International Airport.

The Georgetown South Project is being carried out along GO's Weston Subdivision from Hwy. 427 in the west to Bathurst Street in the east.

Join Let GO Know

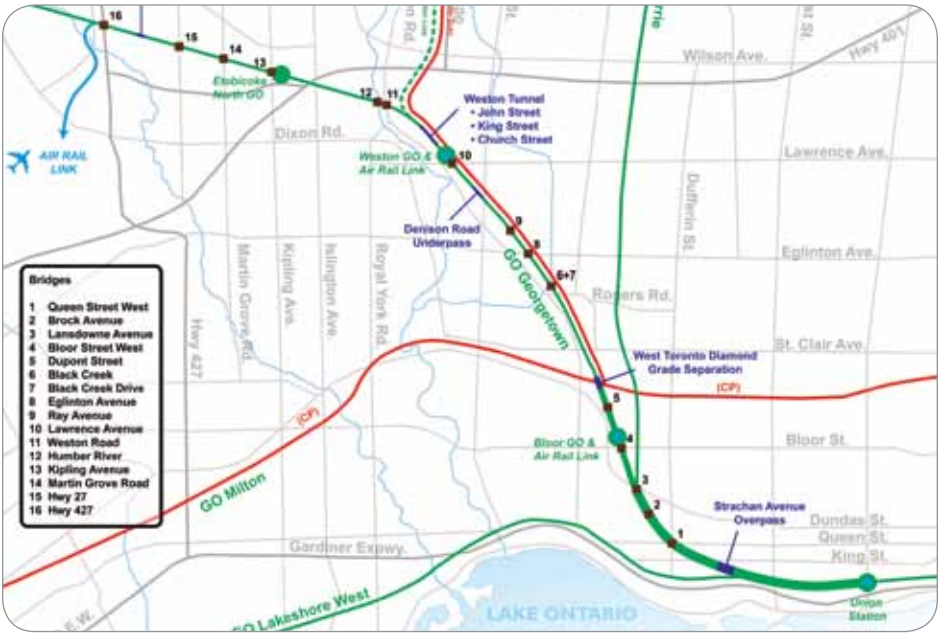
Have your say and join Let GO Know – GO Transit's online customer panel. Through surveys and polls your voice will be heard and will help shape the many improvements we will be making to your experience on the GO.

Sign up today at **www.letgoknow.com**.

Improving the Georgetown Line

The Georgetown South Project will increase capacity to allow for more frequent trains and better, reliable service. Once completed, we will be able to support future two-way, all day service, similar to what is currently being provided on our Lakeshore line. We are adding tracks along the corridor, removing level rail crossings, building overpasses and underpasses, widening/modifying/rebuilding 16 bridges and upgrading three stations.

In 2015, Georgetown passengers will benefit from 10 additional GO Trains during peak and off-peak hours as well as ARL service every 15 minutes on the Georgetown line. We are planning to expand our service over time to meet increasing demand.



Glossary of rail construction terms

Grade Crossing

A grade crossing is an area where railway tracks cross each other or a roadway creating an intersection.

Grade Separation

A grade separation happens when two sets of tracks crossing each other like a road intersection are separated so that one set of tracks passes below another. A grade separation can also happen when there is a separation where a set of tracks and a road intersect.

Watertight Wall

When a rail-to-rail or rail-to-road separation is made, the section that is lowered - either the track of a rail corridor or the roadway - must be supported by walls that are watertight to prevent water from the ground from flooding into the lowered section of the rail corridor or roadway.

The Georgetown South Project – What You Will See

Wondering what to expect? Here are some changes you will see over the next few years.

GO Stations

The **Weston GO Station** is being relocated and upgraded to a full service, accessible station. Parking will increase to approximately 200 spaces! The new station will be highly visible off Weston Road in the heart of Weston Village.

The **Etobicoke North GO Station** will be moved to the west, bringing it closer to the existing station parking.

At **Bloor GO Station**, we are planning a future mobility hub, where different transportation modes – including rapid transit, local transit, specialized transit, cycling and accessible pedestrian networks – will come together seamlessly.

The Grade Separations

A grade separation is the intersection of two transportation corridors that cross at different elevations (grades). For example, a rail underpass has a road passing underneath the rail corridor.

We are removing several street level rail crossings along the rail corridor through grade separations. This helps reduce train delays and traffic congestion.

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At the Denison Road Underpass, removing the level rail crossing will create a safer crossing for both vehicles and pedestrians. Denison Road East will be realigned to the north and pass under the rail corridor. To accomplish this, some nearby property was acquired to accommodate this realignment. GO Transit donated all salvageable materials to Habitat for Humanity Toronto.

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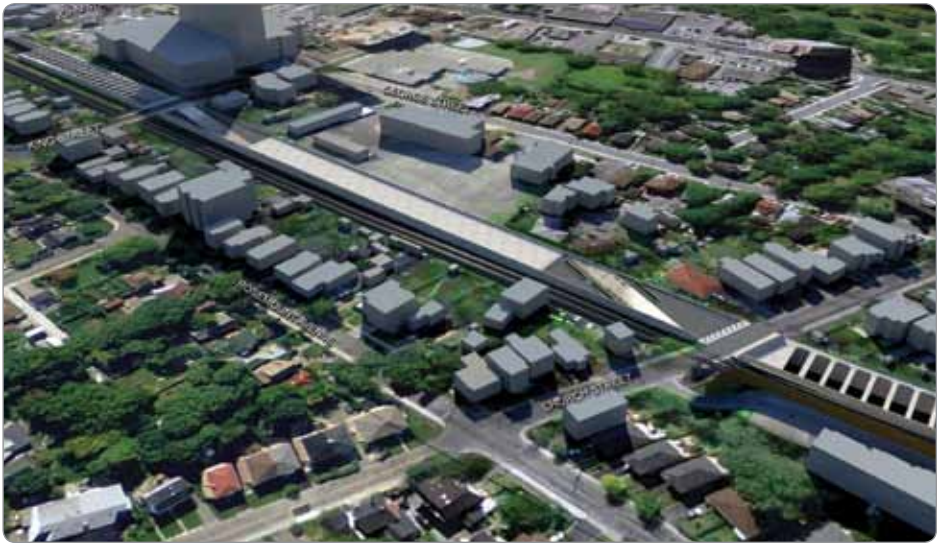

Extending just over one kilometre when complete, the new Weston Tunnel will run below John, King and Church Streets. John Street will no longer be a through street for vehicles and will become a pedestrian bridge spanning the lowered GO rail tracks.

A Community Advisory Committee was formed to help establish the objectives and requirements needed to develop design concepts for the new John Street pedestrian bridge.

We are working with the City of Toronto, Weston community members, Weston Business Improvement Area (BIA) and the Toronto Catholic District School Board to discuss potential uses for the covered section of the tunnel between King and Church Streets.

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A major grade separation is also underway at Strachan Avenue, where there is an existing level rail crossing. We are lowering the rail tracks from Bathurst Street to King Street West so that GO Trains can pass under Strachan Avenue. This will improve rail and traffic flow at this busy crossing and provide a safer passage for motorists, pedestrians and cyclists.

Construction crews are currently relocating the utilities (water, hydro, etc.) from under the tracks and building one of the retaining walls in preparation for the main grade separation work that will start later this summer.

The West Toronto Diamond

The West Toronto Diamond has been called the busiest rail intersection in Canada. On a typical day several GO, VIA Rail, Canadian Pacific Rail and CN Rail trains pass each other in a tight corridor in a historical neighbourhood known as the Junction, just north of the Bloor GO Station.

To improve customer service and safety, we are excavating the corridor from Dupont Street to St. Clair Avenue and building two grade separations. The GO tracks will pass underneath Old Weston Road and Canada Pacific's rail line.

When the grade separations are complete, GO passengers will experience fewer delays caused by bottlenecks at the rail crossings in the Junction and residents will no longer have to wait for GO Trains to pass.

To complete all of these projects safely and on time, midday train service on the Georgetown line was replaced with bus service from Union Station. We understand that this may cause an inconvenience, but we will return with improved service when the project is complete.

We are planning the construction phases with our contractors to minimize the impact on our customers and the surrounding community. We want to get you where you need to be – when you need to be there.

We're Here for You

Have a question about the Georgetown South Project? We have two community offices for you to call or visit.

Strachan Community Office
901 King Street West, Suite 102
Toronto, ON M5V 3H5
416-581-1300

Weston Community Office
1631 Weston Road
Toronto, ON M9N 1T8
416-241-2300

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Water is organized by the American Museum of Natural History, New York, and the Science Museum of Minnesota, St. Paul, in collaboration with the Royal Ontario Museum, Toronto, Canada; Great Lakes Science Center, Cleveland; The Field Museum, Chicago; Instituto Sangari, São Paulo, Brazil; National Museum of Australia, Canberra; San Diego Natural History Museum; and Science Centre Singapore with PUB Singapore.

Offer valid from March 5 to September 5, 2011, for any online purchase of any ticket type or one-year family membership. Not valid on Friday nights after 4:30 pm. For online purchases, go to the "Buy Tickets'" or "Become a Member" area of www.rom.on.ca/water and enter promo code GO2WATER. Applicable to new members only. Cannot be combined with any other offers. Principal photography © Daniel Ehrenworth.

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Priority Seating is a Priority

GO promises to make your experience more comfortable. New and more visible Priority Seating decals have been placed by the accessible seating areas on trains to make sure passengers with a physical disability or limitation get a seat.

On GO Trains, Priority Seating is located on the lower level of the accessible railcar – the fifth railcar behind the locomotive.

Look for the following image to identify where Priority Seating is.

Retail Closures at Union Station - York North/Via Concourse

Some of the retail outlets in the VIA/York North concourse at Union Station will be closing over the next few months in order to accommodate construction. These closures will facilitate the revitalization of Union Station and are being initiated by the City of Toronto. The following vendors that will be closing are listed here, along with anticipated closure dates:

- **May 31** - Hertz and Union Gift Shop - Hertz will be relocating to the Great Hall in the former Currency Exchange location
- **June 30** - Commuters Lounge and Go Go Cleaners
- **July 31** - Pizza to Go and Leather One

This construction is a component of the work that the City of Toronto is undertaking to revitalize and improve Union Station.

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