

Connecting Southwestern Ontario

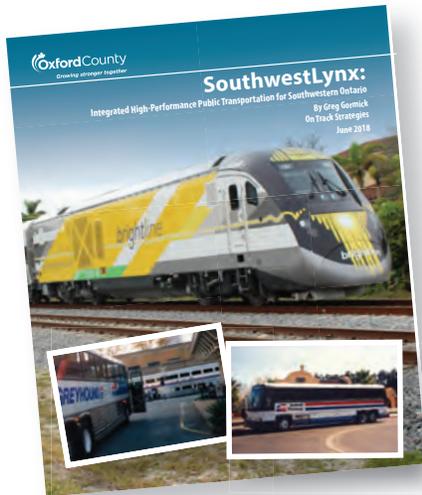
Taking the Southwestern regional transportation discussion further

August 2018

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Recognizing the critical role mobility plays in achieving Oxford's vision of economic, community and environmental sustainability, Oxford County commissioned Greg Gormick, On Track Strategies, to develop a four-part Southwestern Ontario transportation compendium. As a body of work, the compendium outlines the key issues facing public and freight transportation, freight mobility and efficiency across Southwestern Ontario, and poses actions that would set the stage for positive transformation.





SouthwestLynx:

Integrated High-Performance Public Transportation for Southwestern Ontario

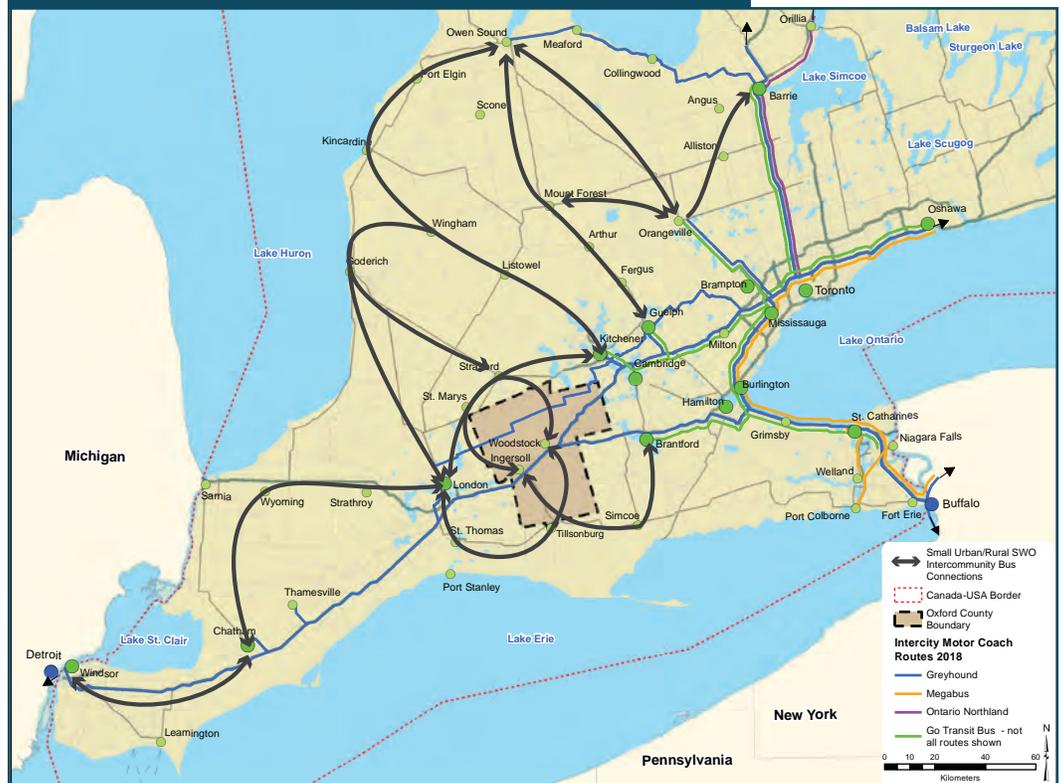
As the fourth and final of Greg Gormick's commissioned reports, "SouthwestLynx: An Integrated High-Performance Public Transportation for Southwestern Ontario" is the anchor report underlying the rationale for Oxford County's commission of the entire compendium.

Released in June 2018, the SouthwestLynx report presents the unquestionable viability of High Performance Rail (HPR) complemented by a fully integrated intercommunity transportation system as a logical, practical, affordable and deliverable public transportation solution for Southwestern Ontario.

Intercommunity Transportation

Community connectivity and mobility is critical to the vitality of small urban/rural Southwestern Ontario. SouthwestLynx recognizes the dramatic reduction to intercommunity busing that has occurred since 2009 and proposes to re-establish intercommunity connections across Southwestern Ontario.

Proposed Intercommunity Busing System



In partnership with municipalities, the Province of Ontario and the motor coach industry, an integrated intercommunity transportation system can provide key transportation links between communities and across Southwestern Ontario. This connects the residents of small urban/rural Southwestern Ontario to the large urban centres, to each other, to work, to healthcare services and to shopping, recreation and entertainment activities.

Passenger Rail

SouthwestLynx proposes a High Performance Rail (HPR) solution that can be accommodated within the existing rail corridors serving Southwestern Ontario.

Proposed High Performance Rail (HPR) Corridors



SouthwestLynx identifies five key constraint areas within the existing North Mainline (Toronto - Brampton - Guelph - Kitchener - Stratford - St. Marys - London) and South Mainline (Toronto - Hamilton - Brantford - Woodstock - Ingersoll - London) rail corridors. SouthwestLynx then identifies specific improvement opportunities for the **CN-Halton**

Subdivision and **CN-Guelph Subdivision** along the North Mainline and **Bayview Junction**, the **CN-Dundas Subdivision** on the South Mainline, as well as a **CN-CP Woodstock-Komoka line consolidation** to dramatically improve freight and passenger rail travel in/out and through London.

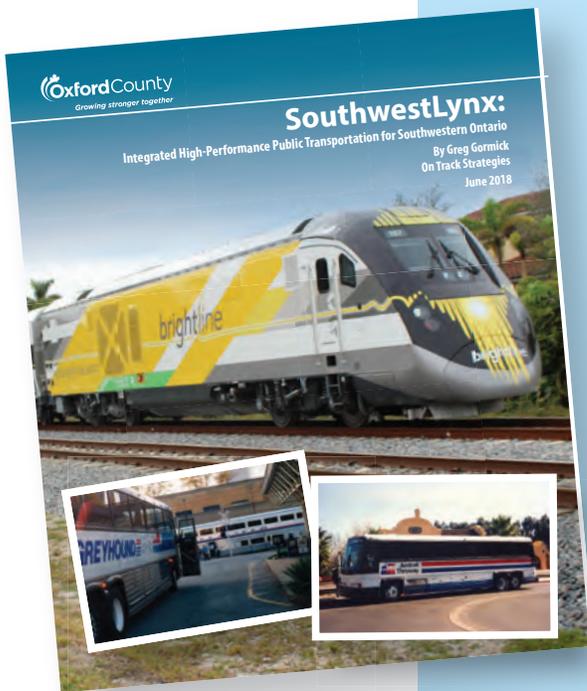




An Integrated Solution for Southwestern Ontario

SouthwestLynx proposes a fully integrated public transportation solution that will serve the people and businesses of Southwestern Ontario. As well, because both existing rail corridors are utilized, the SouthwestLynx proposal enhances the passenger rail opportunities to more than 1 million more people in Hamilton, Brantford and Niagara Region.

All of the SouthwestLynx passenger rail improvements have the added benefit of providing much needed freight rail enhancements and capacity improvements that will serve Southwestern Ontario.



Key elements of the SouthwestLynx Plan

- Practical, affordable and implementable alternative to High Speed Rail
- Optimizes existing north and south rail corridors, **proposing solutions** to key capacity constraint areas including:

- **CN-Halton Subdivision**
- **CN-Guelph Subdivision**
- **Bayview Junction**
- **CN-Dundas Subdivision**
- **CN-CP Woodstock-Komoka**

- Major passenger rail service improvements

Toronto to London:

increase from 7 return trips daily to **30 return trips daily**

Toronto to Windsor:

increase from 4 return trips daily to **8 return trips daily**

Toronto to Sarnia:

increase from 1 return trip daily to **4 return trips daily**

- Enhances existing rail service to:

Toronto to Brantford/Woodstock/Ingersoll:

increase from 5 return trips daily to **15 return trips daily**

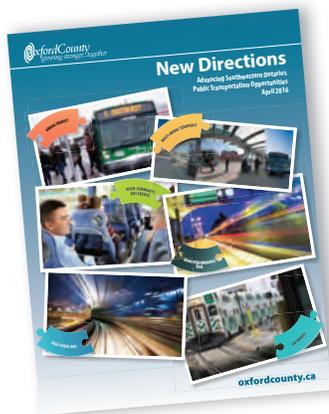
Toronto to Kitchener/Stratford/St. Marys:

increase from 2 return trips daily to **15 return trips daily**

- **Southwestern Ontario-centric** proposal that maintains passenger rail connections to Woodstock, Ingersoll, Stratford and St. Marys
- Fully integrated intercommunity transportation network connecting people across Southwestern Ontario
- Leverages GTHA planned rail improvements to **enhance passenger rail opportunities** to over 1 million people in **Hamilton, Brantford and Niagara**
- Enhances freight rails capacity and negates costly options that delay other planned works

Building a Transportation Strategy for Southwestern Ontario

Additional Reports Supporting SouthwestLynx Proposal



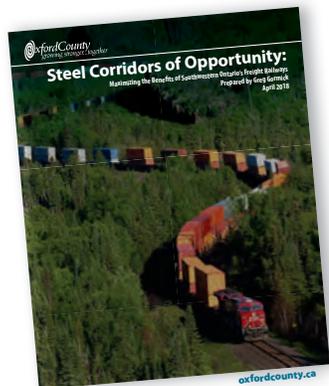
New Directions: Advancing Southwestern Ontario's Public Transportation Opportunities

Released in June 2016, with an update in August 2017, "New Directions: Advancing Southwestern Ontario's Public Transportation Opportunities" was timed to inform public policy and funding decisions on the future of our national and provincial transportation systems. The New Directions report proposes the design of a fully integrated public transportation system that contributes to Southwestern Ontario's competitiveness and long-term sustainability.



Empowering Ontario's Short Line Railways

Released in February 2017, "Empowering Ontario's Short Line Railways" tells the story of short line railways in Ontario: understanding their value and understanding their challenges. Short line railways evolved as Class 1 railways exited the business of short rail operations. The report says that now is time for meaningful dialogue on the future of short line rail.



Steel Corridors of Opportunity

"Steel Corridors of Opportunity: Maximizing the Benefits of Southwestern Ontario's freight railways" was released in June 2018. The report focuses on Southwestern Ontario's freight railway system, which is a vital component of our economic, community and environmental prosperity.

Oxford County's advocacy role

Oxford County Council continues to demonstrate municipal leadership through the adoption of, and ongoing financial support to advance, the Future Oxford Community Sustainability Plan and its related commitments to achieving 100% Renewable Energy by 2050, Zero Waste and Zero Poverty. Through these commitments and ongoing support, Council has

also recognized the need to influence public policy well beyond its borders, including advocacy for Southwestern Ontario.

Oxford County's transportation reports are available for download at www.oxfordcounty.ca

Acknowledgments

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