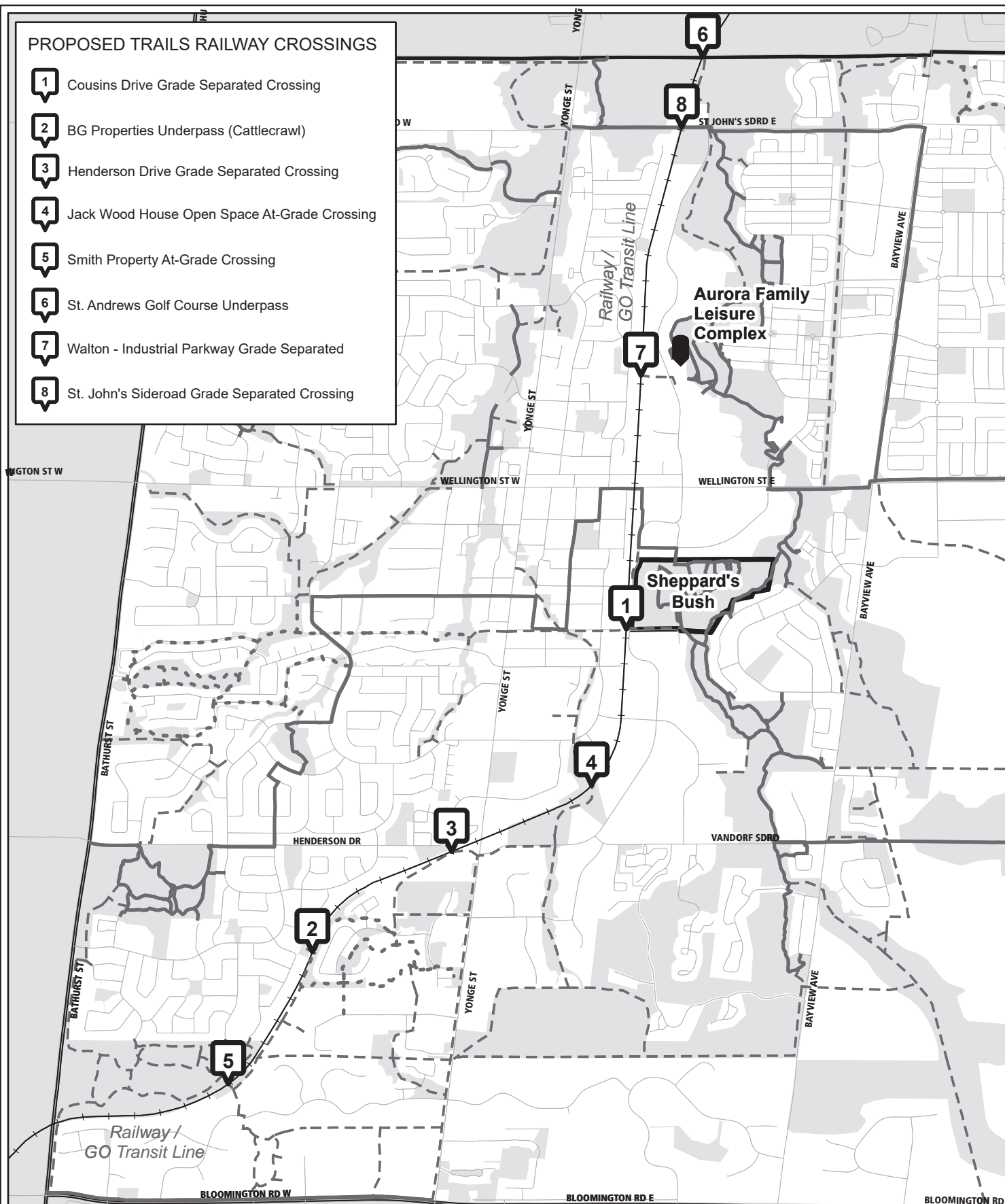


## PROPOSED TRAILS RAILWAY CROSSINGS

- 1 Cousins Drive Grade Separated Crossing
- 2 BG Properties Underpass (Cattlecrawl)
- 3 Henderson Drive Grade Separated Crossing
- 4 Jack Wood House Open Space At-Grade Crossing
- 5 Smith Property At-Grade Crossing
- 6 St. Andrews Golf Course Underpass
- 7 Walton - Industrial Parkway Grade Separated
- 8 St. John's Sideroad Grade Separated Crossing



## PROPOSED TRAILS RAILWAY CROSSINGS

### Attachment 1

- Trails Master Plan - Proposed Trail
- ... Proposed Trail
- Existing Trail
- Environmental Protection & Open Spaces



## Rail Crossing Priorities

Priority Rating	Location	Benefits	Challenges	*Construction Cost Estimate
1	Cousins Drive	<ul style="list-style-type: none"> <li>Central East/West crossing</li> <li>Access to extensive system of trails</li> <li>Access to sports amenities at Sheppard's Bush</li> </ul>	<ul style="list-style-type: none"> <li>Underpass needs to pass below a double rail line and two (2) lane road</li> <li>Engineering and Feasibility Study required</li> <li>significant unknown costs</li> </ul>	<ul style="list-style-type: none"> <li>+/- \$5,000,000 to +/- \$8,700,000</li> </ul>
2	BG Properties (Cattle Crawl)	<ul style="list-style-type: none"> <li>Access to Yonge Street and transit from west Aurora</li> <li>Access to schools on west side of rail</li> <li>grading works on BG lands by developer allow for future connection</li> <li>trail access</li> </ul>	<ul style="list-style-type: none"> <li>Currently closed underpass; however, Feasibility and Engineering Study required as to viability</li> <li>significant unknown costs</li> </ul>	<ul style="list-style-type: none"> <li>+/- \$2,850,000</li> </ul>
3	Henderson Drive	<ul style="list-style-type: none"> <li>access to BG lands and future trail, pet cemetery access</li> <li>Close to retail/Yonge St transit</li> <li>connects BG to Henderson and west side of rail</li> </ul>	<ul style="list-style-type: none"> <li>Close to Cattle Crawl (two (2) crossings in close proximity)</li> </ul>	<ul style="list-style-type: none"> <li>+/- \$2,850,000</li> </ul>
4	Jack Woods House Open Space	<ul style="list-style-type: none"> <li>Access to Hallmark Lands and Community Garden, Highland Field</li> <li>would provide connection to proposed trail through Jack Woods Park identified in TMP.</li> </ul>	<ul style="list-style-type: none"> <li>Community support not favorable for trail through Jack Woods Park (JWP); however, crossing not necessarily contingent on JWP trail but certainly justified</li> </ul>	<ul style="list-style-type: none"> <li>+/- \$2,850,000</li> </ul>
5	Ontario Heritage Trust (OHT) - Smith	<ul style="list-style-type: none"> <li>Southern most East/West crossing</li> <li>connection to two (2) high schools</li> </ul>	<ul style="list-style-type: none"> <li>property acquisition or easement through residential</li> <li>easement across OHT lands</li> </ul>	<ul style="list-style-type: none"> <li>+/- \$2,850,000</li> </ul>

Priority Rating	Location	Benefits	Challenges	*Construction Cost Estimate
	Property		<ul style="list-style-type: none"> <li>easement across Infrastructure Ontario lands</li> </ul>	
6	St. Andrews Golf Course	<ul style="list-style-type: none"> <li>Northern most E/W crossing, on Newmarket border</li> </ul>	<ul style="list-style-type: none"> <li>Currently open creek underpass, however, Feasibility and Engineering Study required as to viability</li> <li>requirement of easement of land and re-development</li> <li>Newmarket would need to construct trail to connect</li> </ul>	<ul style="list-style-type: none"> <li>+/- \$2,850,000</li> </ul>
7	Walton Drive	<ul style="list-style-type: none"> <li>access to trails/Lambert Willson Park and Aurora Family Leisure Complex</li> </ul>	<ul style="list-style-type: none"> <li>Requires land assessment and acquisition of residential property</li> <li>Acquisition or easement across industrial owned lands</li> </ul>	<ul style="list-style-type: none"> <li>+/- \$2,850,000</li> </ul>
8	St. John's Side Road	<ul style="list-style-type: none"> <li>St. John's crossing would qualify for Regional partnership</li> </ul> <p><i>*Currently traffic lights/ crosswalks/sidewalks to access of trails on either side of St. John's</i></p>	<ul style="list-style-type: none"> <li>Requires crossing of both St Johns and Industrial Parkway.</li> <li>Montessori School involvement</li> <li>EP land restrictions</li> <li>significant unknown costs due to two (2) crossings</li> </ul>	<ul style="list-style-type: none"> <li>+/- \$5,000,000</li> </ul>

\* Cost estimate (with the exception of Cousins Drive and St. John's Sideroad) was provided by Metrolinx.

All of the crossings will require Engineering Feasibility and Environmental Assessment studies to determine associated costs and viability.



*Office of the President & Chief Executive Officer*

Phil Verster

Phil.Verster@metrolinx.com

(416) 202-5908

June 10, 2020

His Worship Tom Mrakas  
Office of the Mayor  
100 John West Way, Box 1000  
Aurora, ON L4G 6J1

Dear Mayor Mrakas,

**RE: Cousins Drive Crossing**

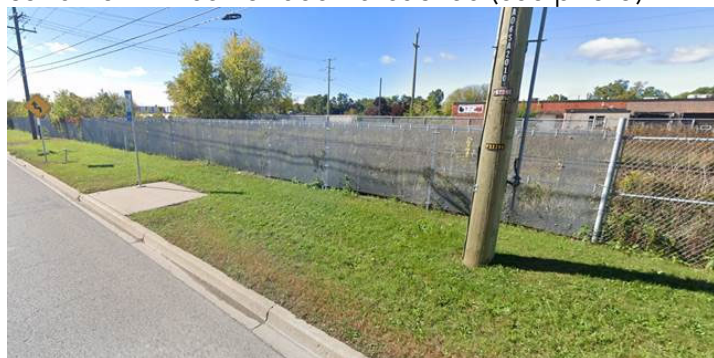
Thank you for your letter dated May 13, 2020 regarding a new crossing at Cousins Drive, which is approximately mile 29.48 on the Newmarket Subdivision. I appreciate the opportunity to respond.

As I shared at our meeting at the beginning of this year, we remain committed to collaborating with the Town of Aurora to deliver exceptional transit in the region.

As you noted, safety is critical to everything we do. Nothing we plan or do can compromise safety. Our tracks and infrastructure are inspected twice-weekly per Transport Canada regulations for any signs of degradation or trespassing.

From our regular inspections, observations and safety reporting, we have not noted any trespass incidents since September 2019 and no near-miss incidents with trains and pedestrians.

To stop previous misuse, we installed expanded metal mesh over the chain link fencing from Aurora GO Station all the way down Cousins Drive. The reinforced fence remains in good condition. It has not been breached (see photo).



Reinforced Chain Link Fence down Cousins Drive as of June 3, 2020

In addition to the regulatory requirements, we take a risk-based approach to public and passenger safety. We regularly deploy members of our Transit Safety team to monitor this location for trespassing and/or vandalism. They will continue to coordinate with your local law enforcement as needed.

However, it is imperative to note that the solution to this challenge is not more fences or more patrols; it lies in a discussion about alternative access possibilities for pedestrians.

While our teams are available to continue earlier discussions about safety measures that would need to be in place to explore alternative access, we are not prepared to discuss the reopening of the level crossing. Instead, we would be open to exploring an infrastructure solution that is not at-grade (e.g., a grade-separated overpass or underpass).

As we increase service levels along the corridor as a part of our GO Expansion program, we are increasing safety by enhancing the level of warning protection at current grade crossings and exploring options for grade-separated crossings. We are also closing many level crossings where it is pragmatic to do so.

To discuss the risk assessment process at the site and to explore the potential for a new grade-separated pedestrian crossing, please contact Rajesh Khetarpal, Director, Stakeholder Relations at [Rajesh.Khetarpal@metrolinx.com](mailto:Rajesh.Khetarpal@metrolinx.com) or 416-202-3806.

Again, I look forward to furthering our collaborative efforts.

Sincerely,

A handwritten signature in black ink, appearing to be 'Phil Verster', with a stylized, looped initial 'P' and a checkmark-like flourish at the end.

**Phil Verster**  
President & CEO

cc. Honourable Christine Elliott, MPP (Newmarket-Aurora), Deputy Premier and Minister of Health and Long-Term Care  
Michael Parsa, MPP (Aurora-Oak Ridges-Richmond Hill)