

# Ontario Northlander Beaverton Station Strategic Case

## Township of Brock Presentation on the Beaverton Station Feasibility Case Study

September 23, 2024





# Agenda

1. Background & Township of Brock Travel Context
2. Opportunity and Strategic Alignment
3. Strategic Results and Ridership
4. Site Location Overview & Determination
5. Financial Considerations for a new Station along the Northlander service line
6. Next Steps

# Historic Rail Station in Beaverton

- In 1906, the Canadian Northern Railway reached Beaverton, with a passenger station at the end of King Street West
- In 1990, passenger rail service to Beaverton was discontinued. The former Beaverton station building was demolished a few years later
- After 1990, former station lands have been used by CN Rail for maintenance purposes
- In 2012, Ontario Northland discontinued the Northlander route from Toronto to Cochrane. It was replaced with bus service operated by Ontario Northland on Highways 11 and 400

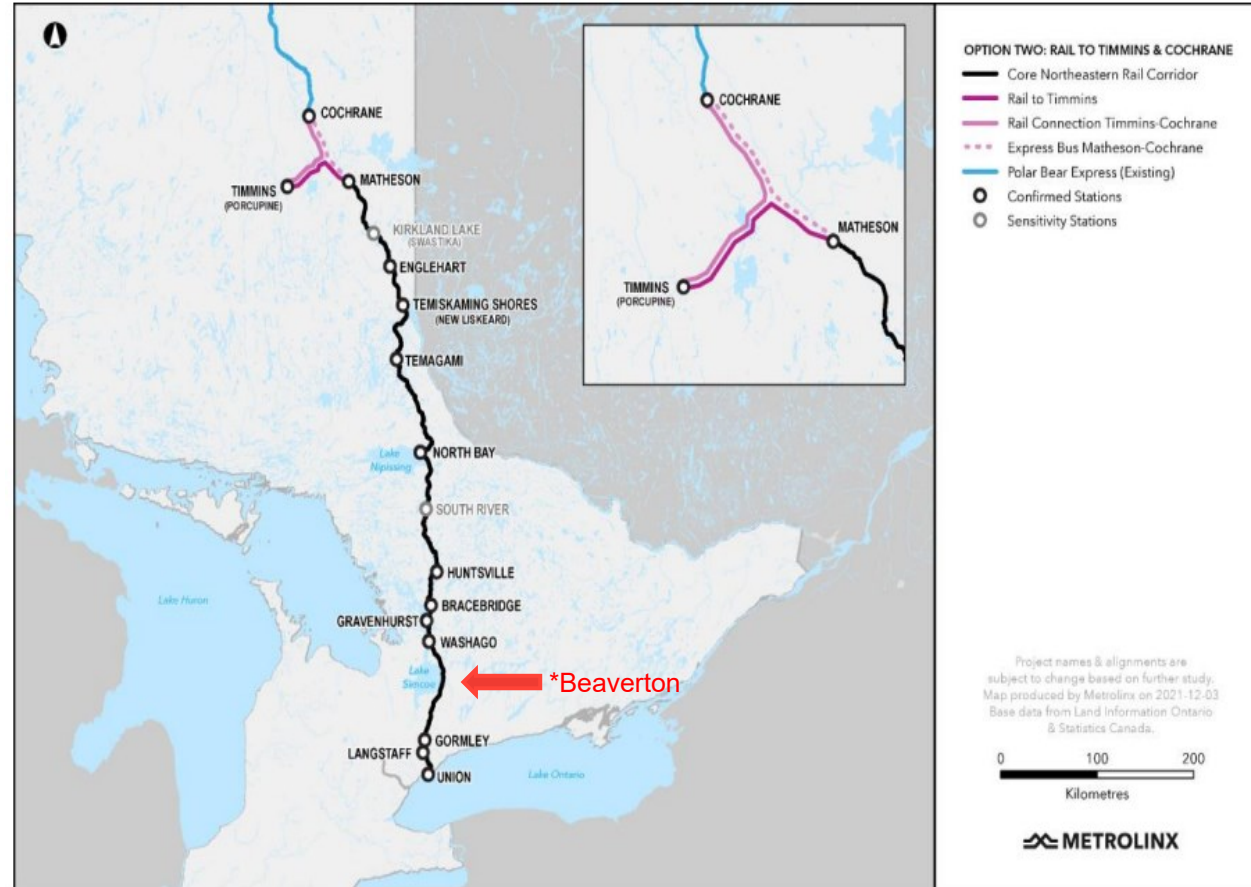


Image: Ross Gray Collection  
(Toronto Railway Heritage  
Association)



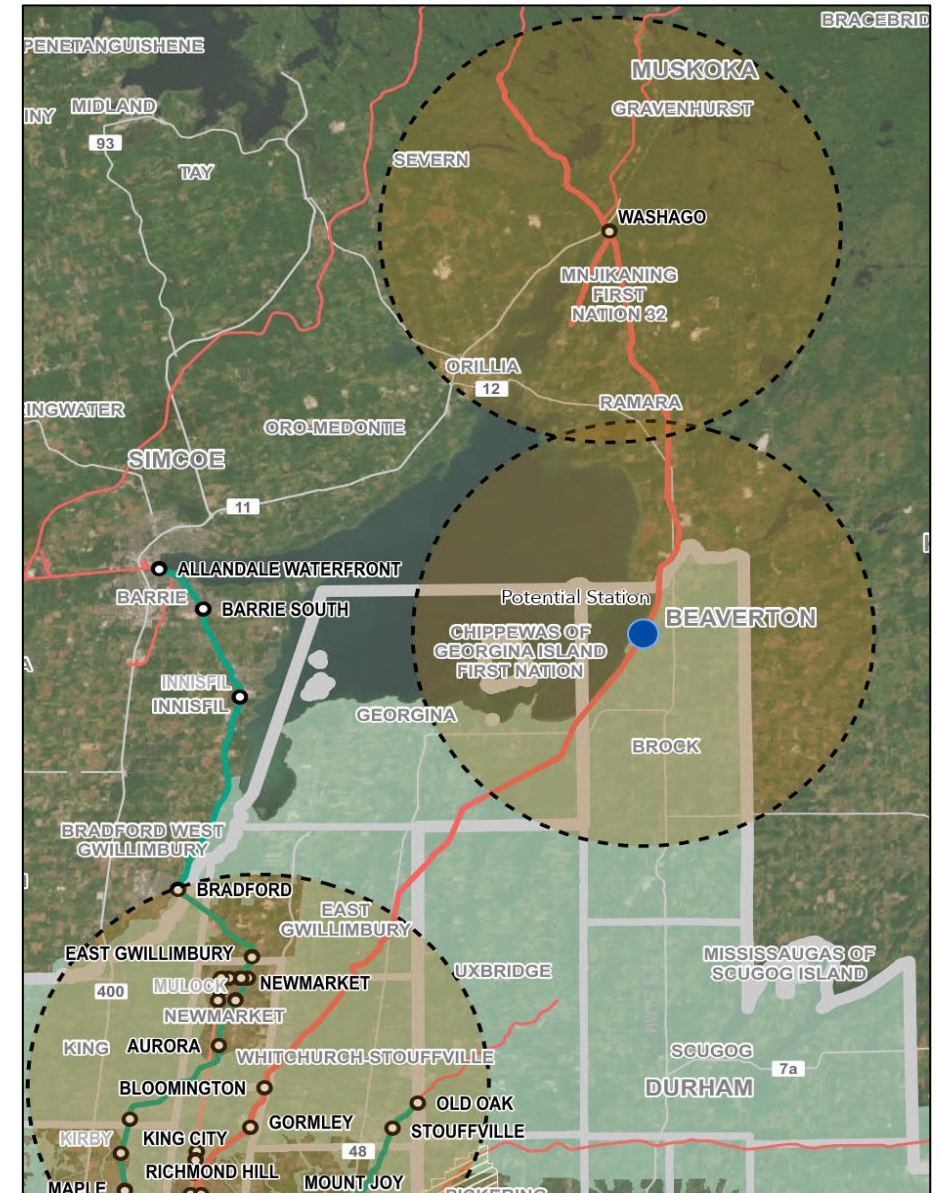
# Reinstated Northlander Service

- Reinstated Northlander service will travel along the CN Bala line through Beaverton without stopping
- 4 to 7 trains per direction per week are proposed between Toronto-Union and Northern Ontario
- Line ridership between Toronto and North Bay estimated at 28k to 31k passengers per year by 2041
- Province has committed \$75M for service restoration
- In December 2022, the Provincial government announced the purchase of three new trainsets from Siemens Mobility Limited for the return of the Northlander service.



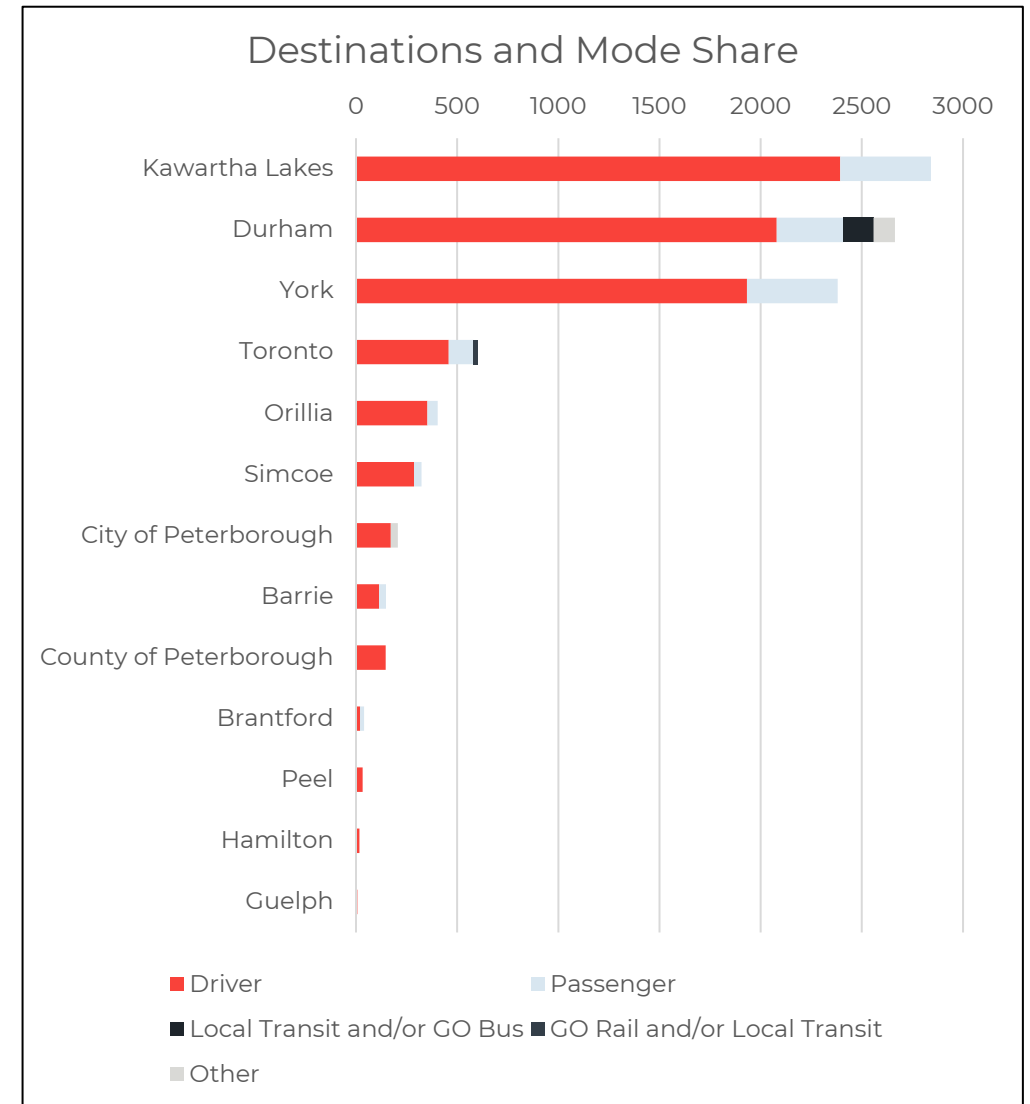
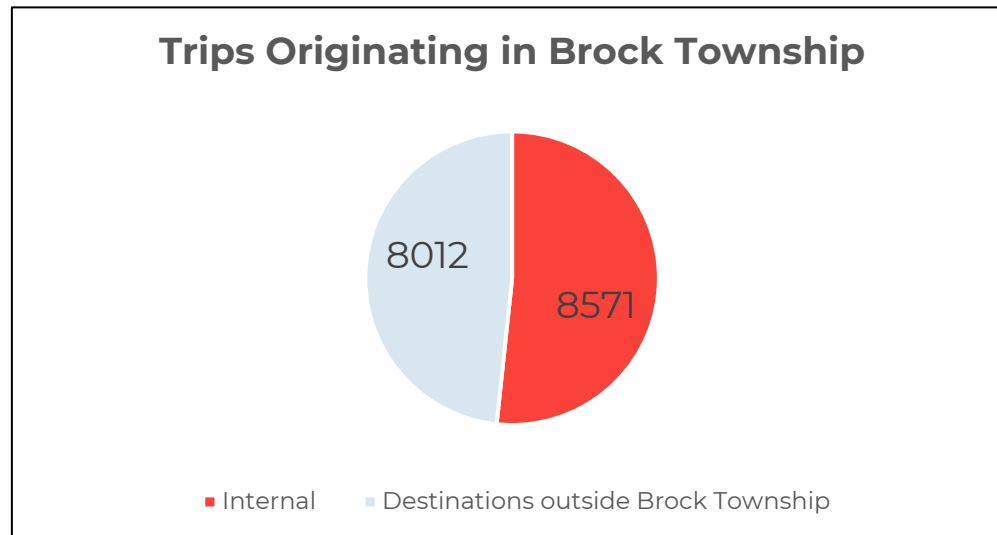
# Reinstated Northlander Service

- May 2021, an Initial Business Case (IBC) was prepared by Metrolinx on behalf of Ontario Northland.
  - IBC noted that the capital investment and operational costs well exceeded the economic benefits resulting from the project, there are strategic benefits to providing the service that improve transportation connectivity/reliability, quality of life, support regional development and promote a sustainable environment.
- **No stops** are proposed between Gormley (Richmond Hill) and Washago, approximately 110km
- Without a stop in Beaverton
  - Northern Durham, York Region and portions of Kawartha Lakes remain unserved by this provincial investment



# Township of Brock Travel Context

- Approximately **16,000 trips** originate in Township of Brock each day
- Nearly 50% of trips are destined to locations outside Brock
- Over 3,000 (19%) trips daily are destined to Toronto or York Region, locations that could be – theoretically – accessible by rail





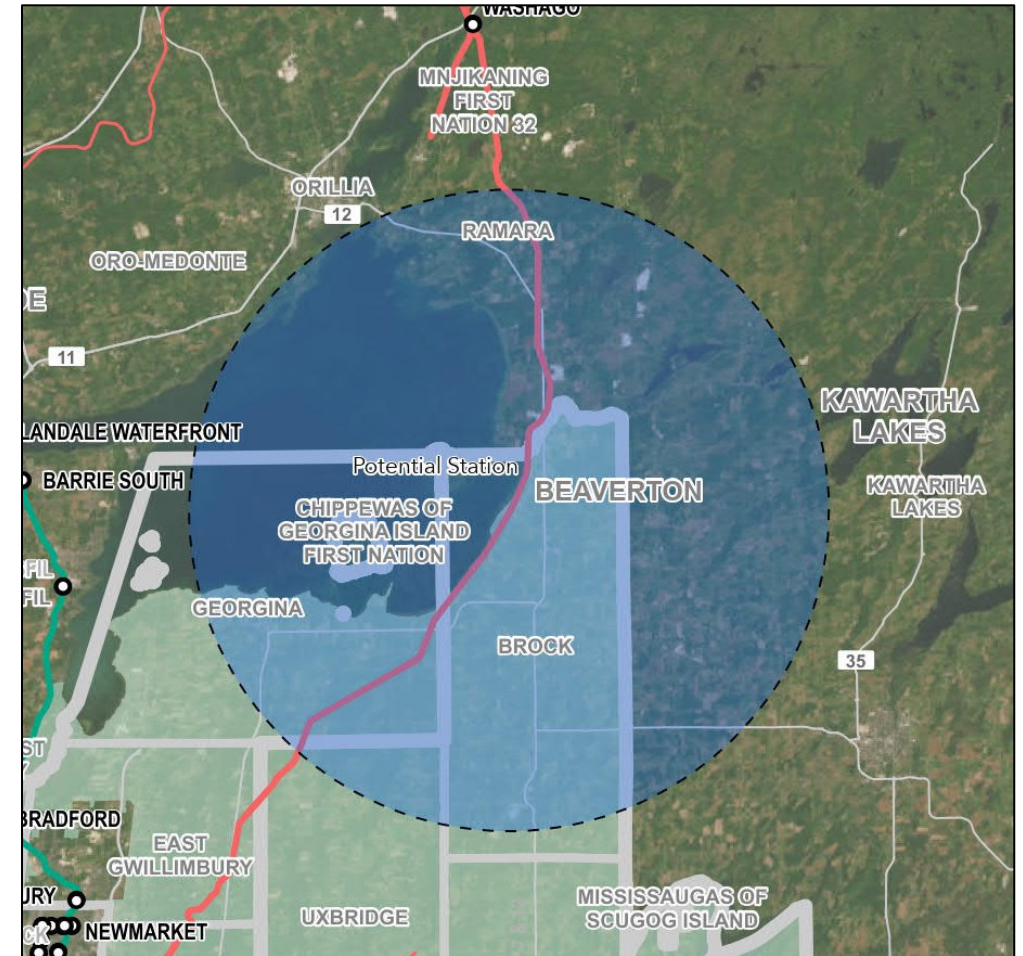
# Beaverton Station Catchment Area

- A station at Beaverton (today) would presently serve:
  - 6,100 residents and 1,900 jobs in Beaverton area
  - 26,000 residents and 5,370 jobs within 20 km radius / 15-minute drive

By 2041, a station at Beaverton would serve:

- 7,700 residents and 3,000 jobs within Beaverton (34% growth from current)
- 53,000 residents and 12,000 jobs within 20 km radius / 15-minute drive (150% growth from current)

*\*Based on 2016 TTS data*





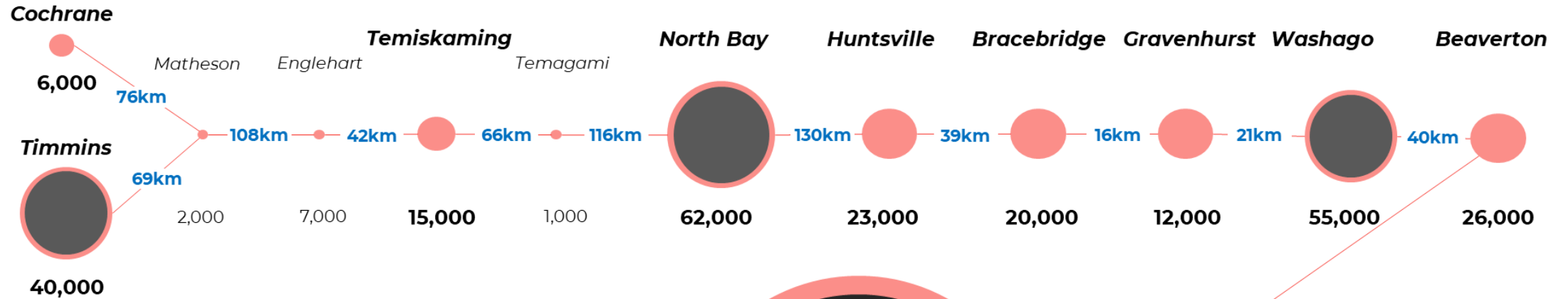
# Boardings at Beaverton **RELATIVE** to Projected Line Boardings

Scenario	2024	2041
<b>Daily Line Ridership (Union – North Bay, excluding Beaverton)*</b>	120	150
<b>Beaverton Daily Ridership Projection (Durham Region Transportation Planning Model)</b>	+50 (+42%) Total Ridership: 170	+120 to 130 (+80 to 87%) Total Ridership: 270 to 280
<b>Beaverton Daily Ridership Projection (Population Expansion Model)</b>	+21 to 23 (+18%) Total Ridership: ~140	+33 to 37 (+22%) Total Ridership: ~185





# Communities and Populations Along the Northlander Corridor

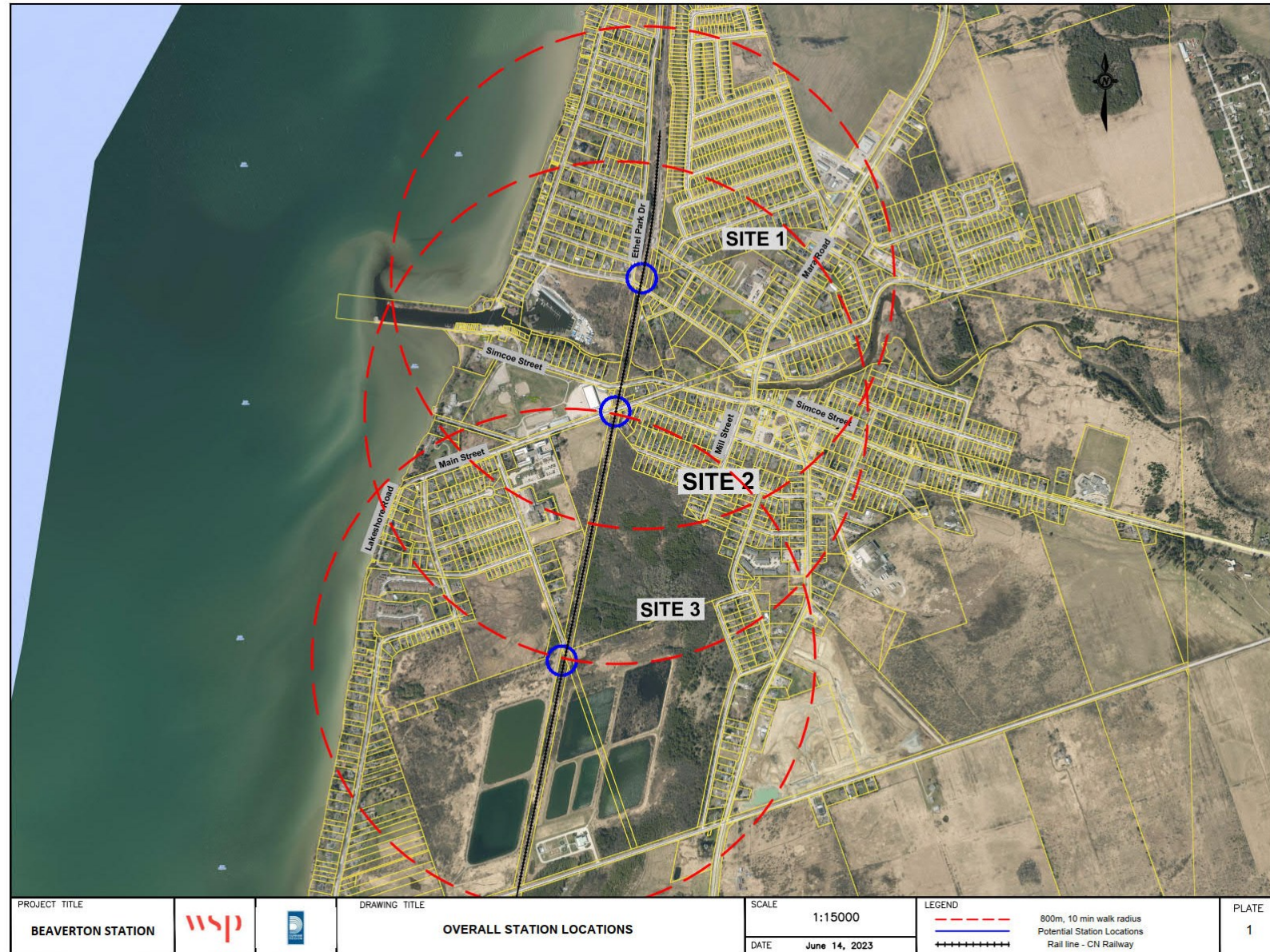


\* Beaverton is the 4th largest population catchment outside of Greater Toronto Area



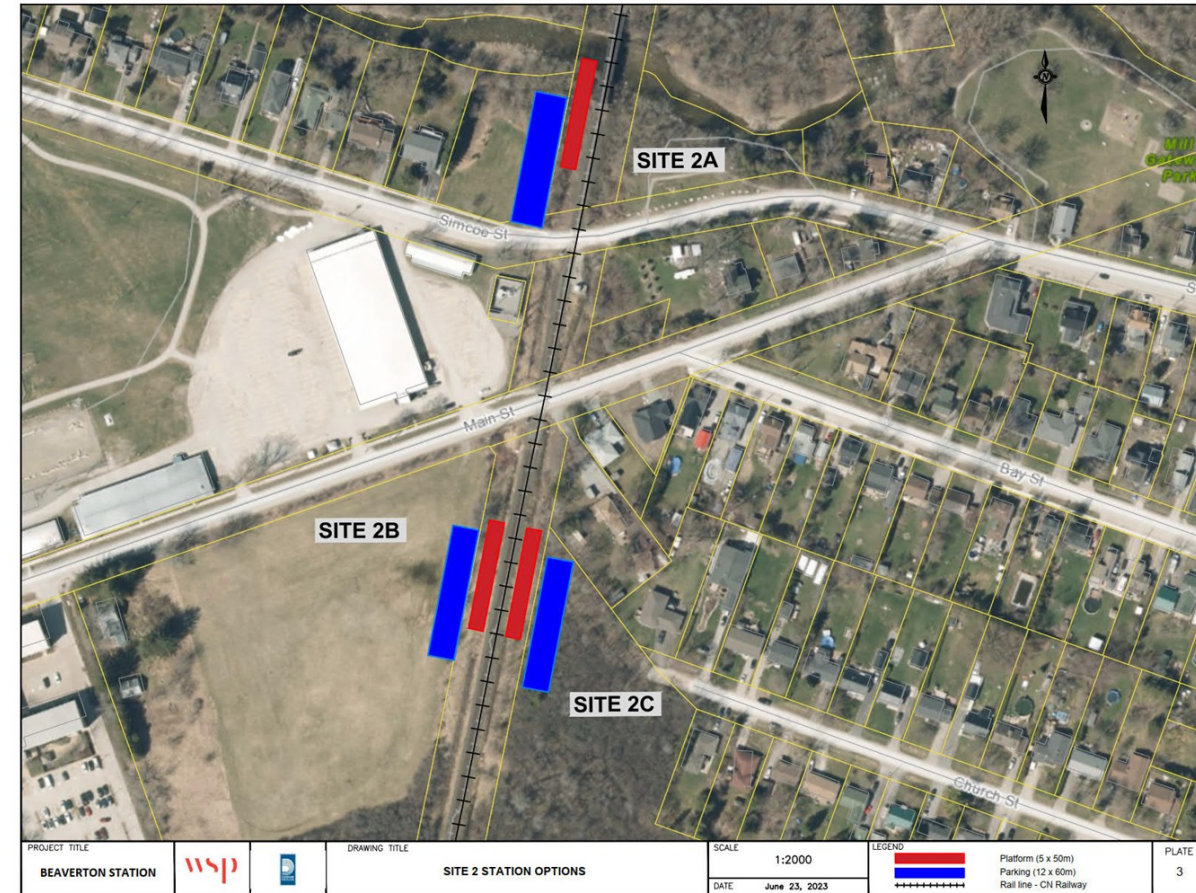
# Site Location Screening: Overview

- Region's strategic business case analyzing the context and opportunities for a new passenger rail station, as well as provided a preliminary assessment of several potential station sites within Beaverton.
- Explored 3 areas within Beaverton:
  - Site 1: Original station location (CPR lands) by Victoria Avenue
  - Site 2: Main and Simcoe (near ice hockey rink)
  - Site 3: End of Nine Mile Road





# Site Location Screening



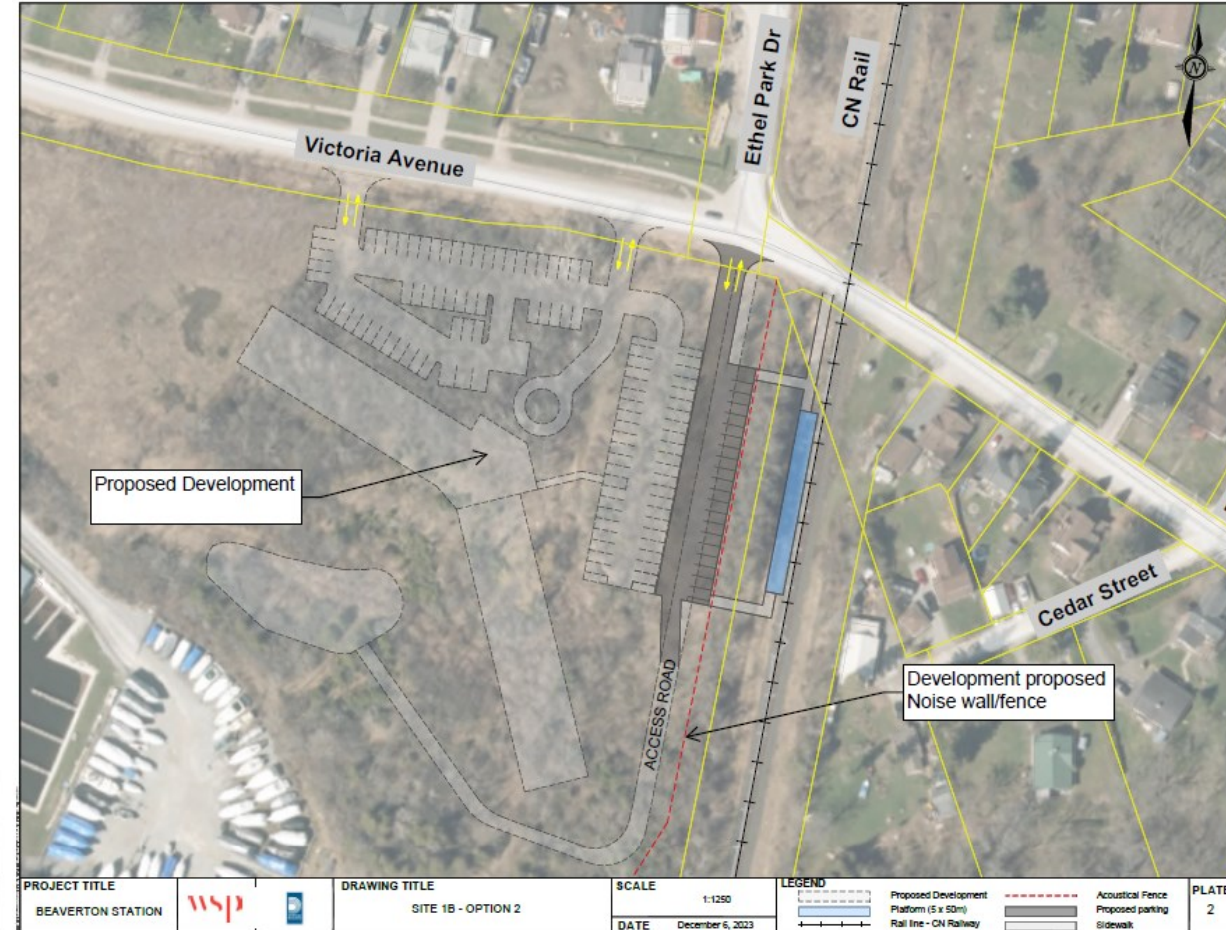
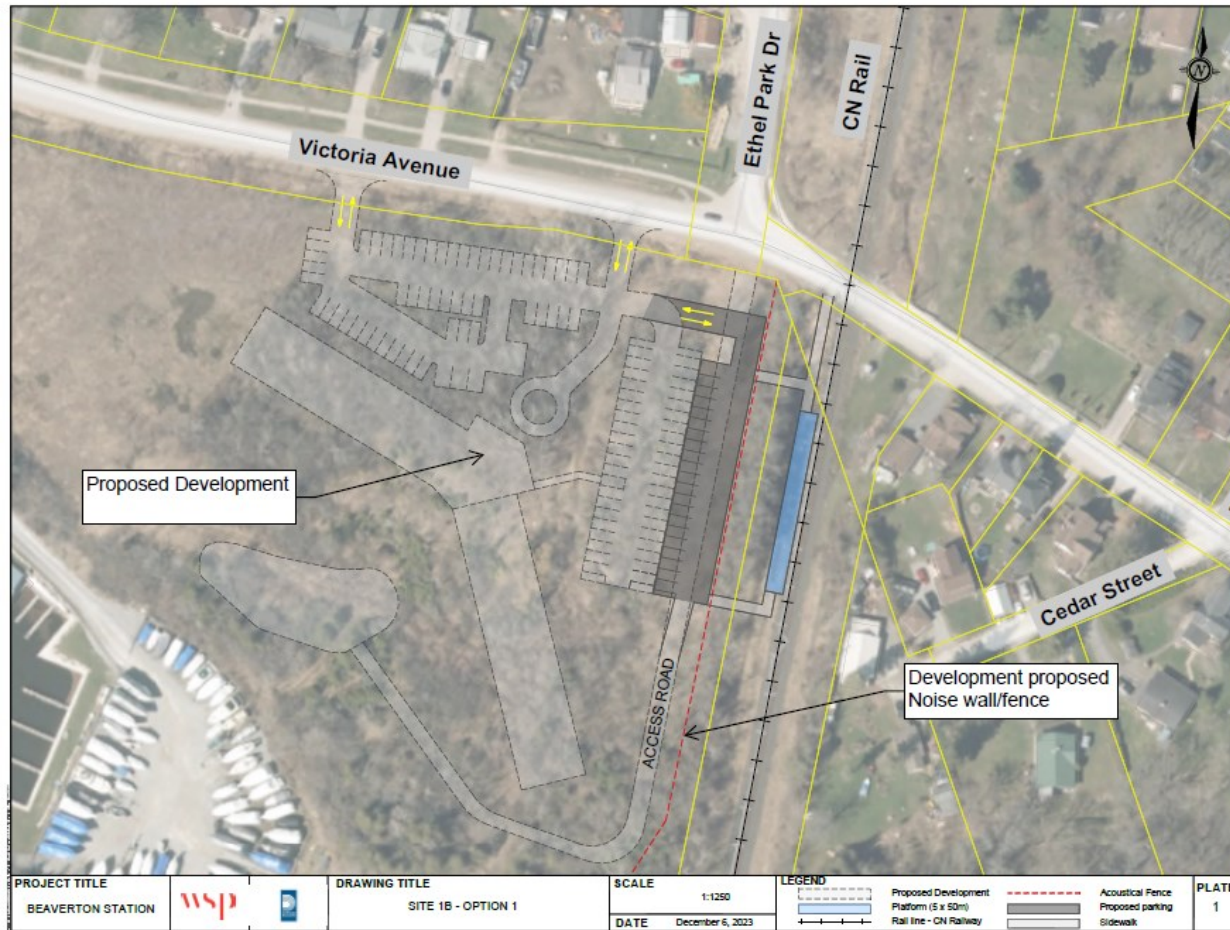


# Site location screening



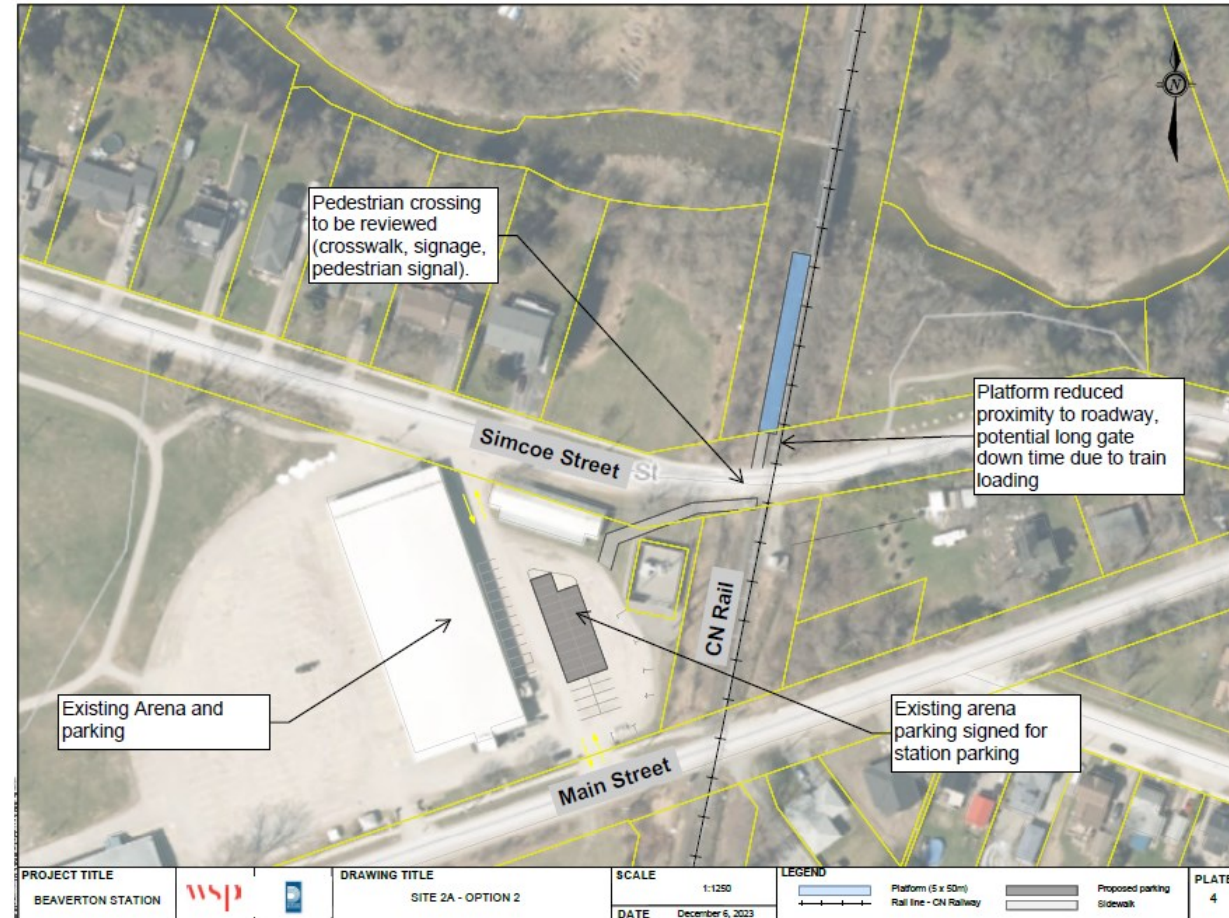


# Recommended Site Location 1B: Conceptual Station Layout Plans





# Recommended Site Location 2A – Option 1: Conceptual Station Layout Plans







# Strategic Case Findings

## Strategic Guideposts Noted in the IBC

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### **Improve Transportation Connectivity and Accessibility to Urban Centres**

### **Improve Quality of Life and Opportunities for Local Residents**

### **Support Regional Development**

### **Promote a Sustainable Environment**

## New Station in Beaverton

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- Connects Downtown Beaverton and surrounding northern York and Durham regions to Richmond Hill and Downtown Toronto with daily rail service, enhancing transportation options for 26,000 people (current) that live within a 15-minute drive of the station
- Provides greater travel time certainty, reducing transit travel time to Union Station by 66% from approx. 5.5 hours to 1.75 hours

- Expands access to jobs, shopping, health services, and entertainment for northern York and Durham Region residents.
- Higher proportion of residents over 65 relative to the GTA as a whole. As the population ages, residents may be less willing or able to drive to access services.

- Increased access to tourism services near southeast Lake Simcoe for GTA residents.

- Shift a proportion of regional trips that would otherwise be taken by automobile to rail, reducing overall vehicle kilometers traveled (VKT)

# Financial Implications of a New Station

- The capital cost for such a new station ranges between \$1-3 million:
  - A single 50 metre side-rail platform;
  - Heated station shelter;
  - Passenger information display;
  - CCTV monitoring; and
  - 10-20 parking spaces

# Next Steps

1. Continue to engage with MTO on the development and implementation of the Ontario Northlander Passenger train service
2. Explore cost-sharing opportunities and financials with all partners for a new Beaverton Station
3. Further investigate the two chosen sites for feasibility



# Contact

If you have any questions, please feel free to contact:



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