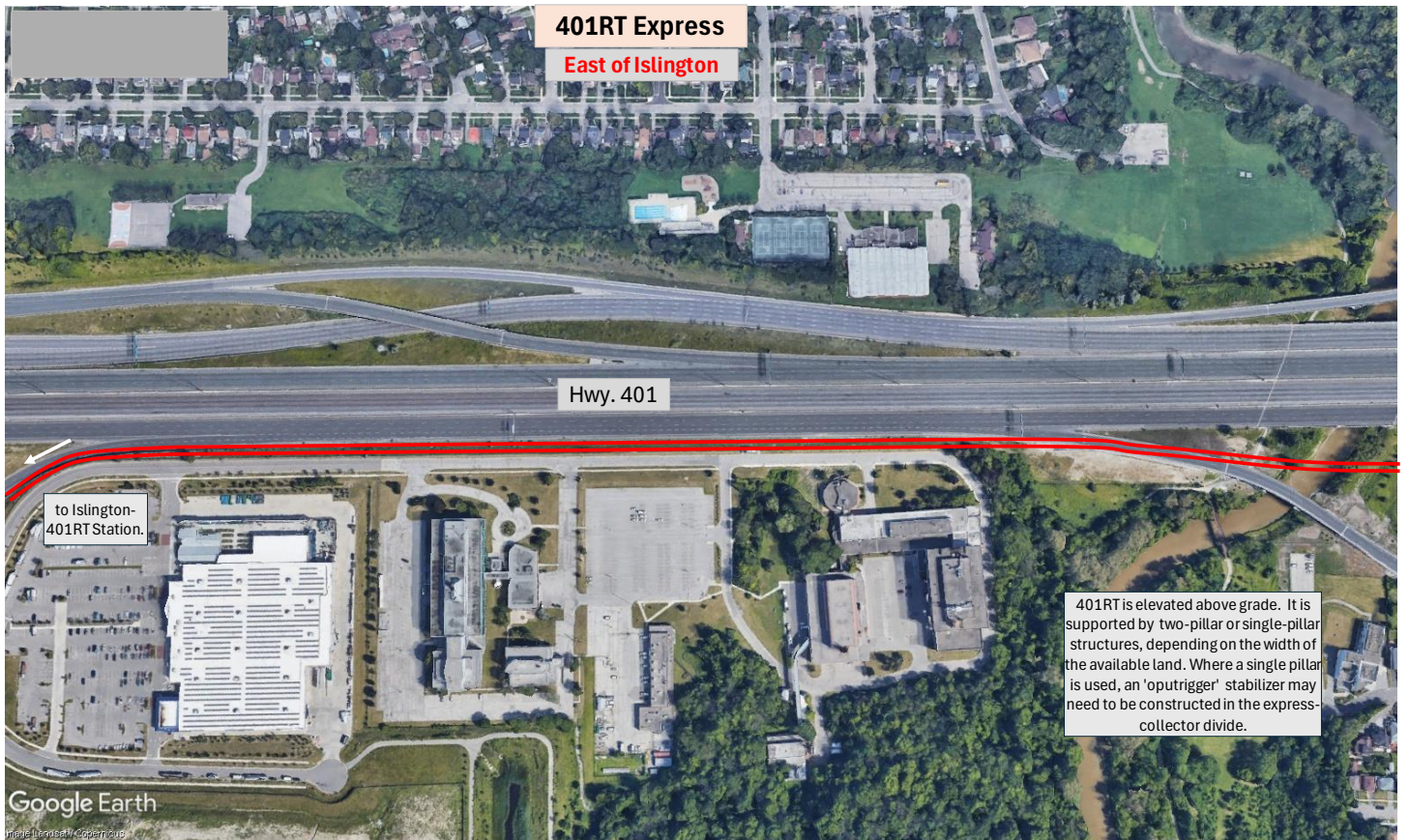
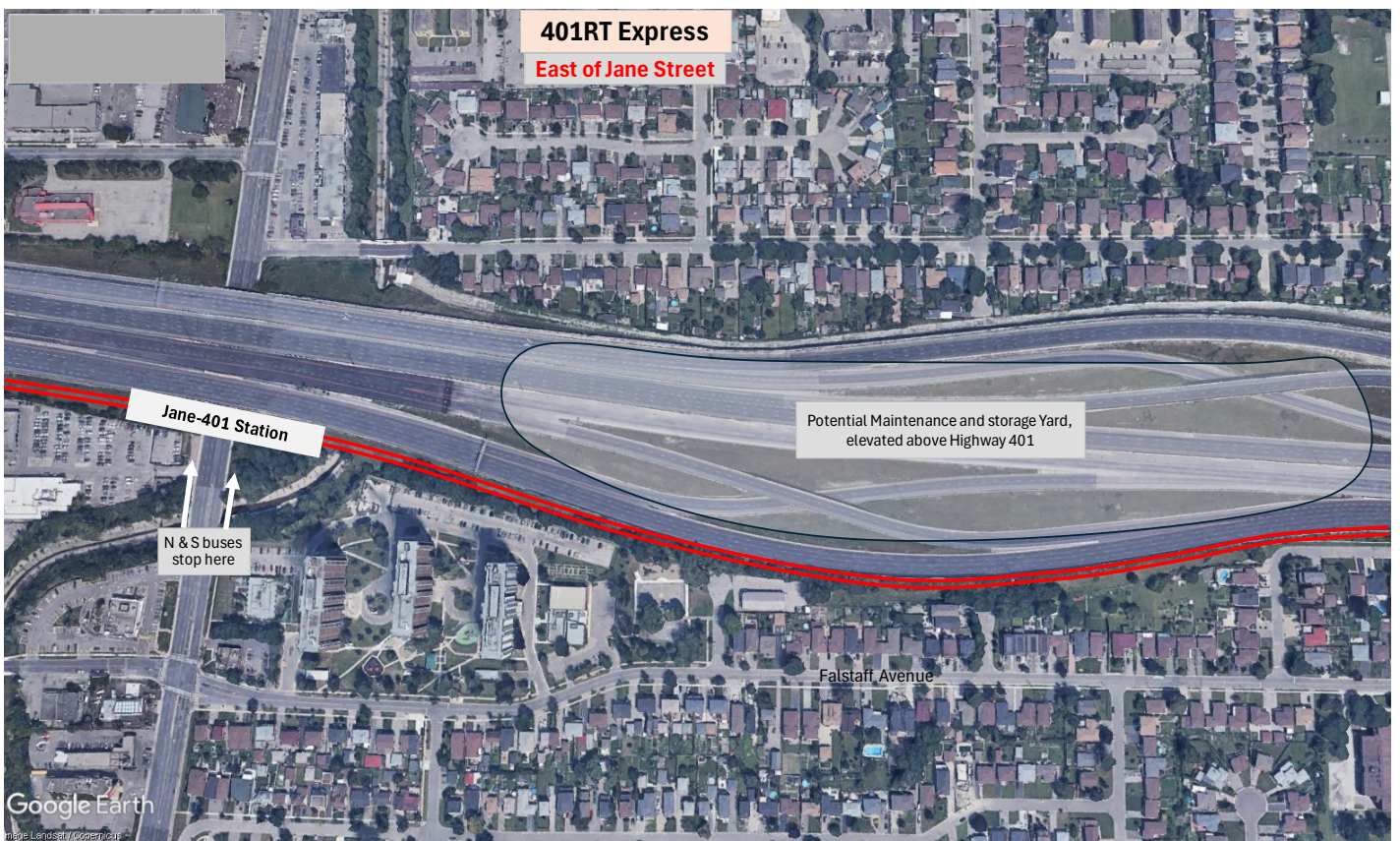
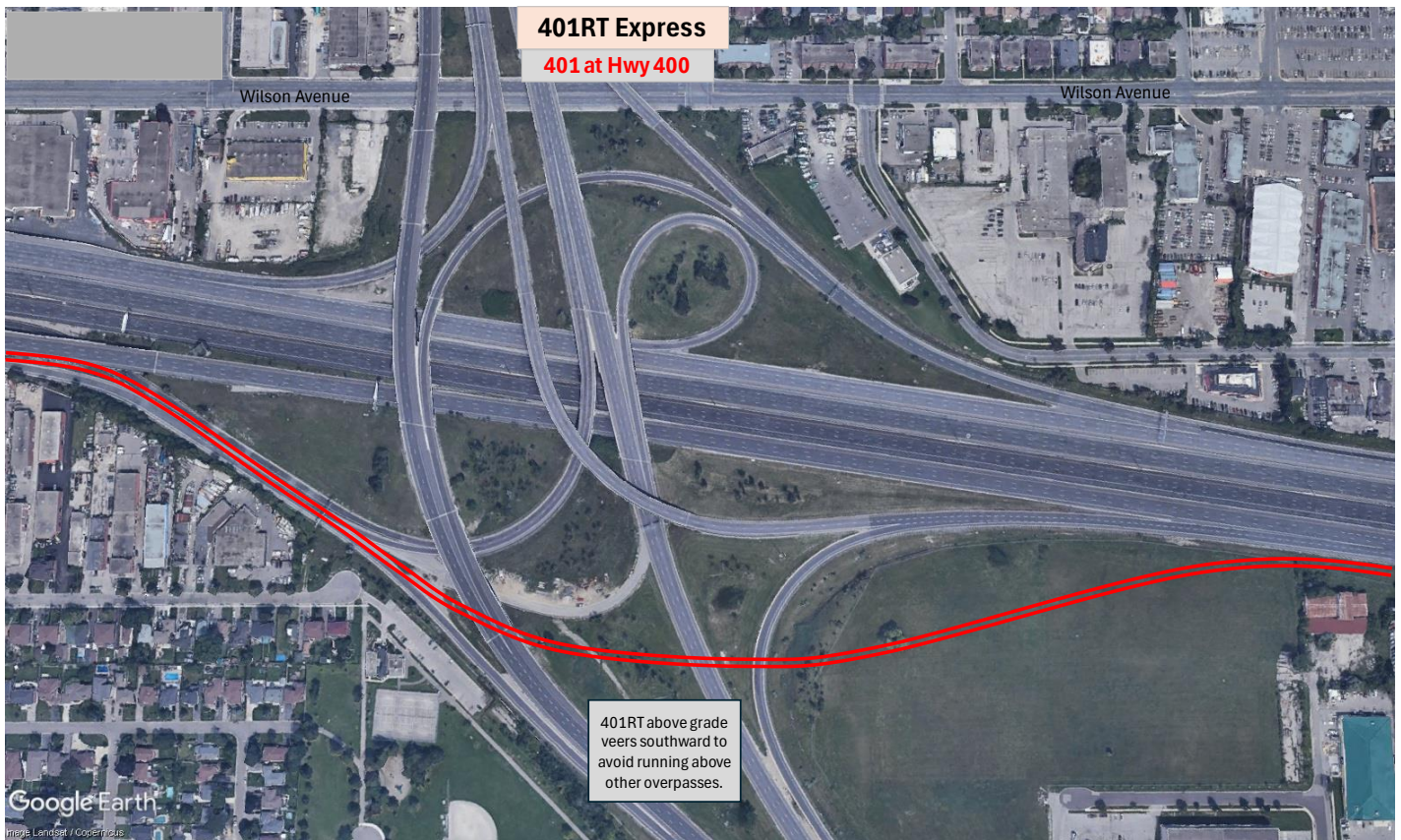
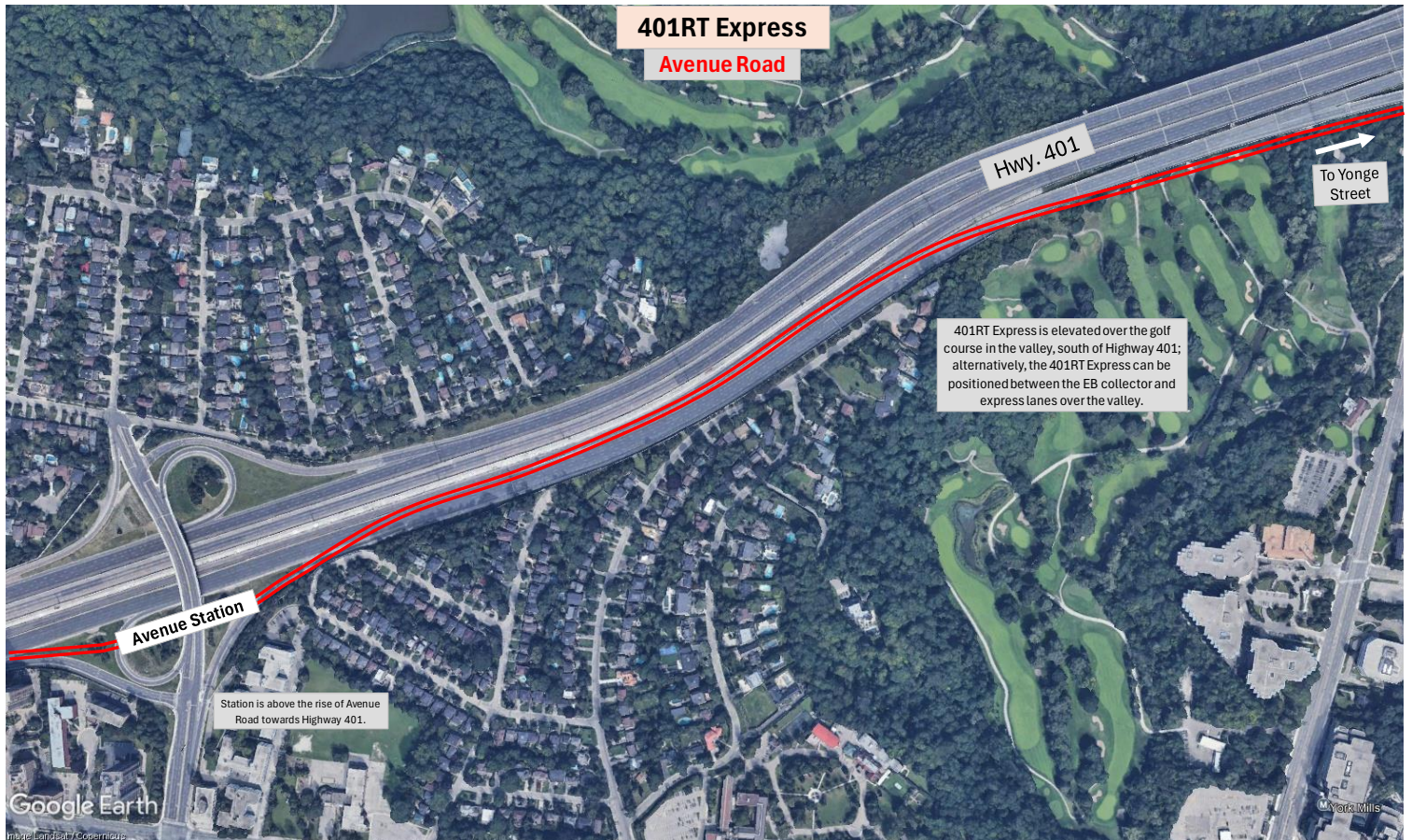


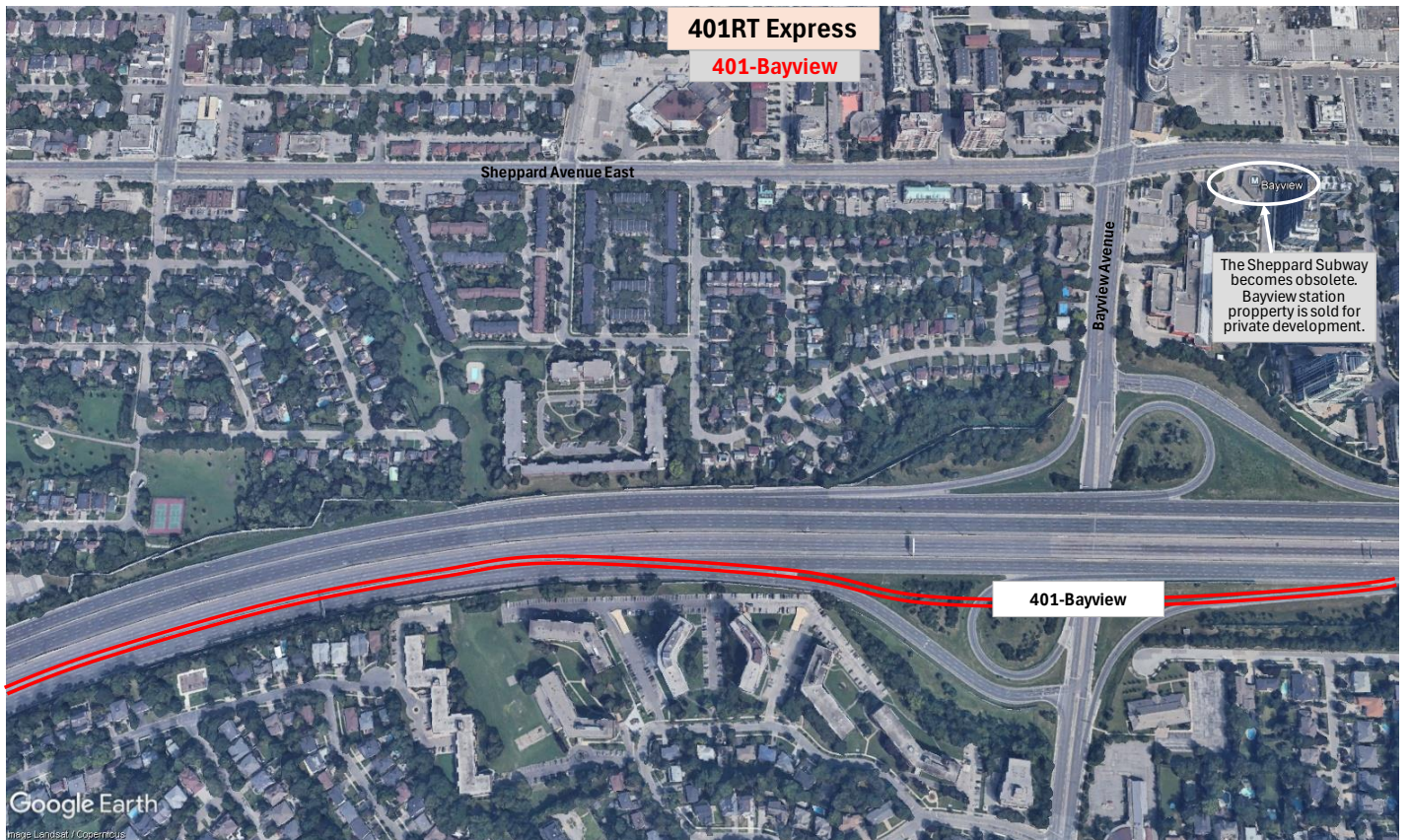
This file illustrates the 401RT Express alignment east of Islington Avenue.

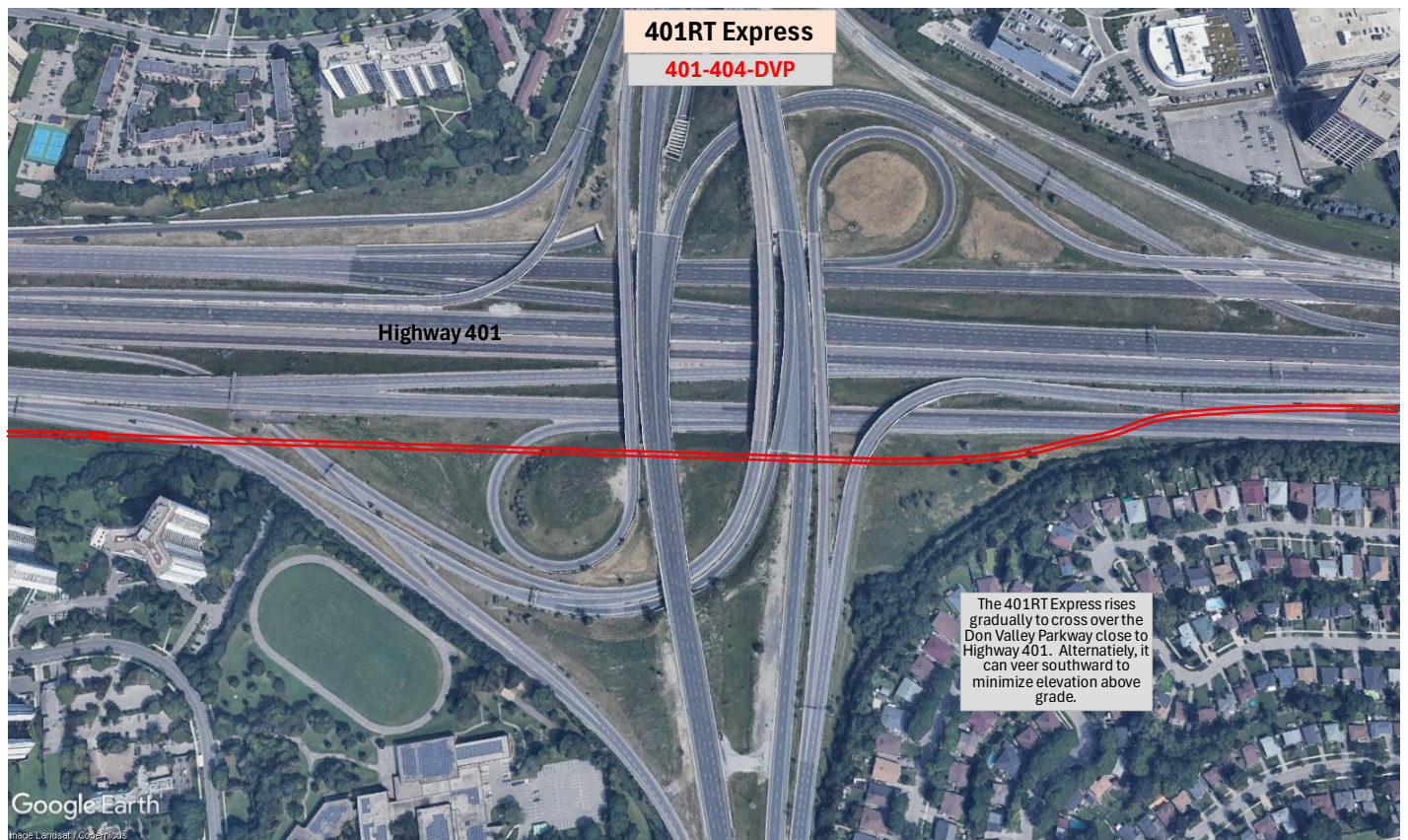
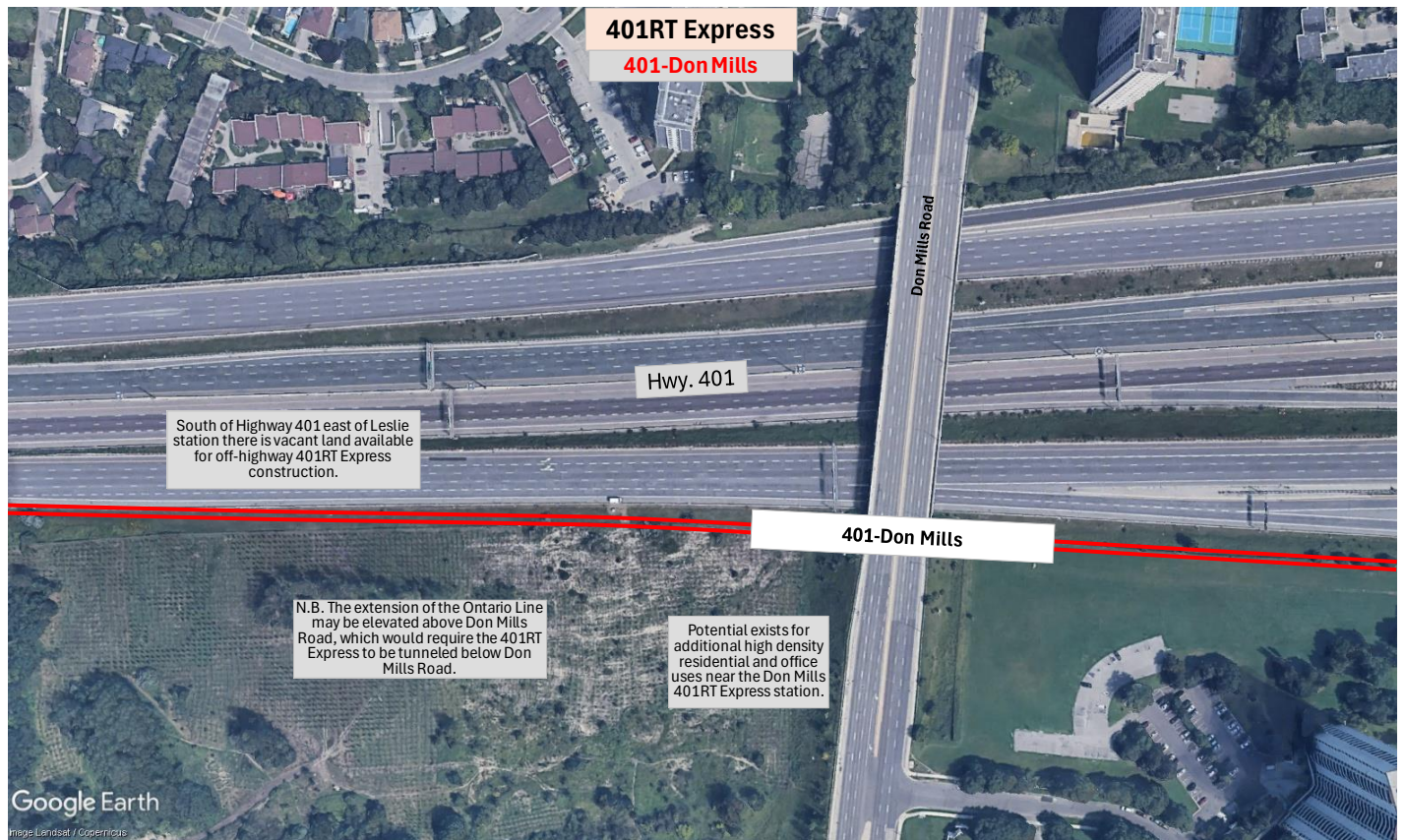


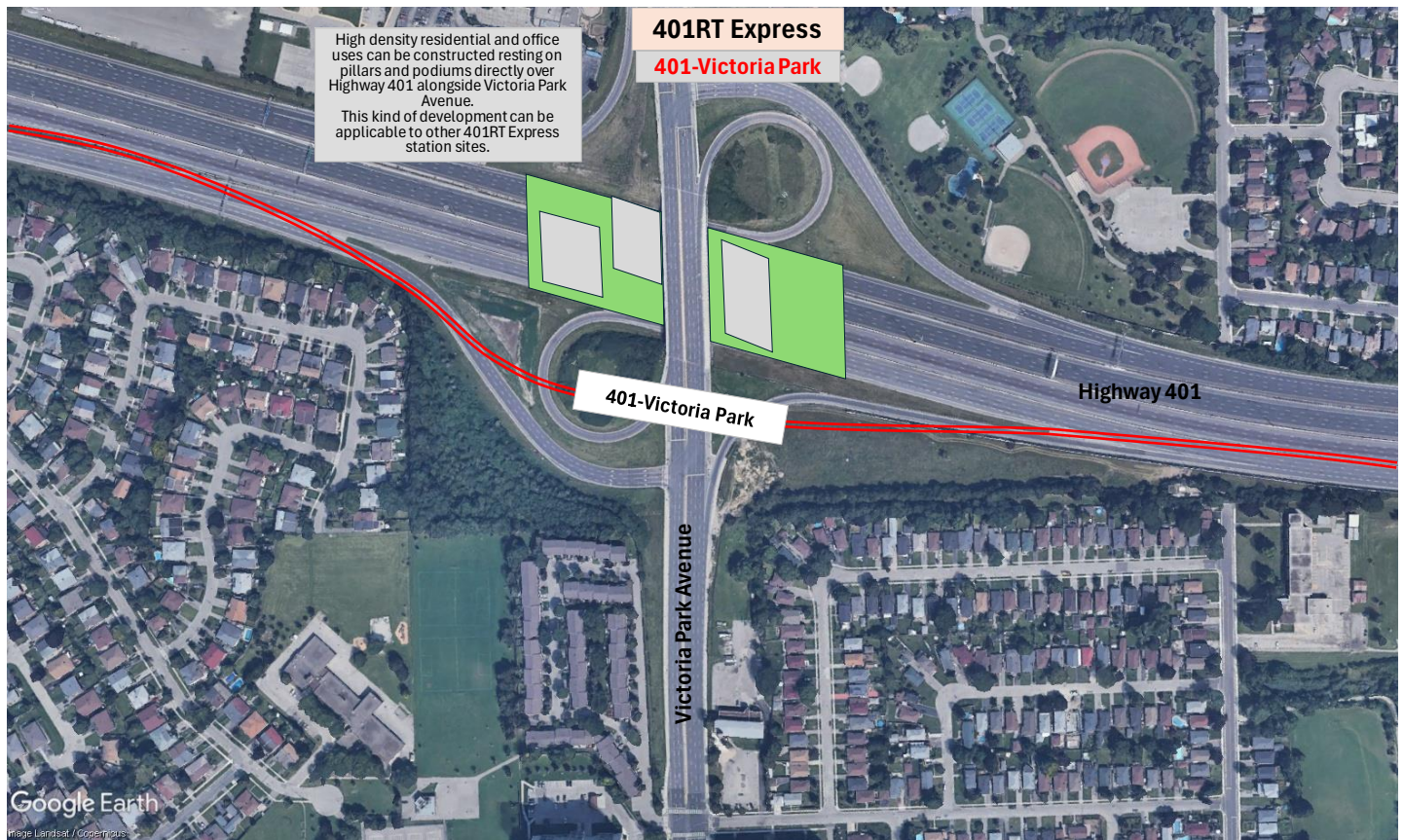




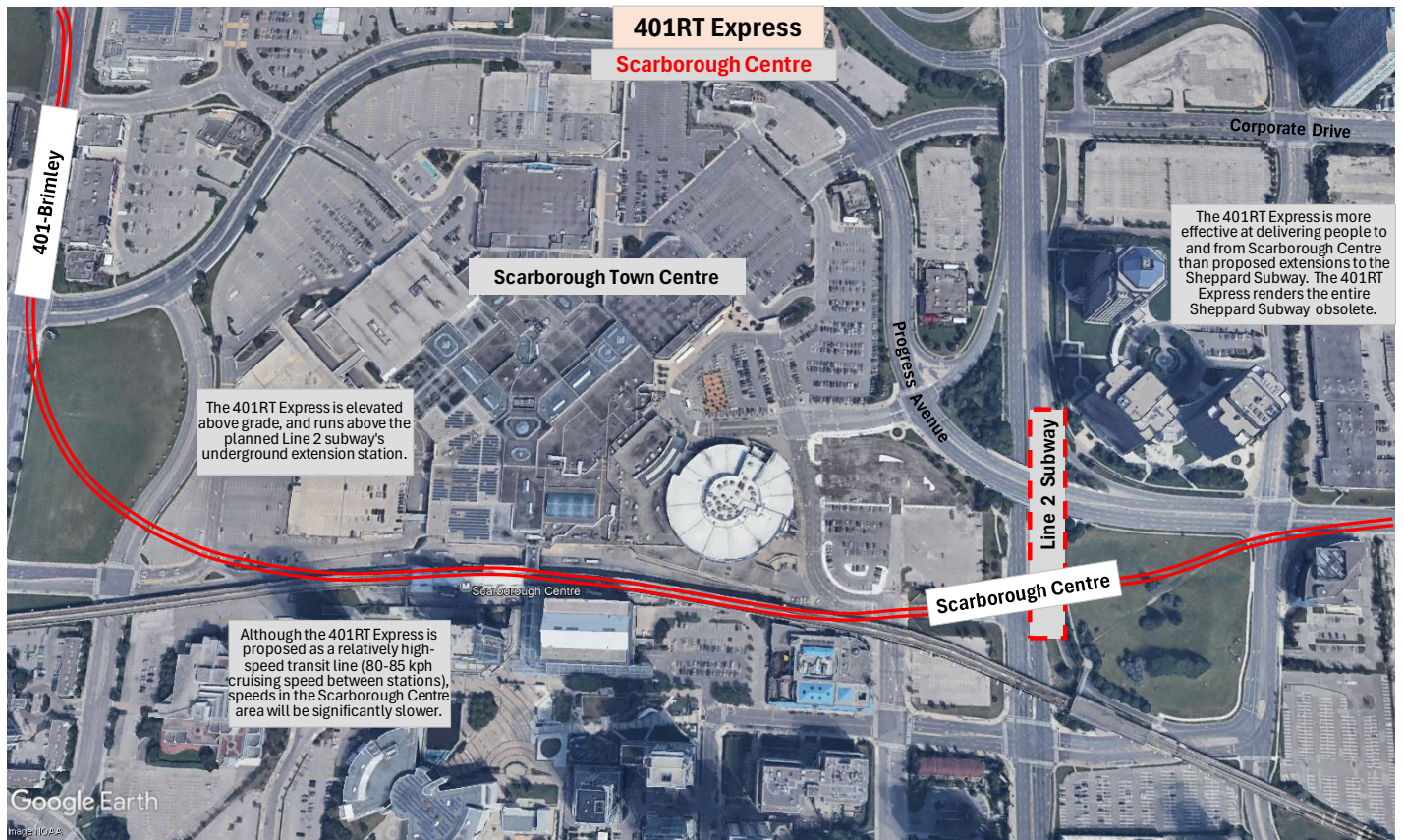


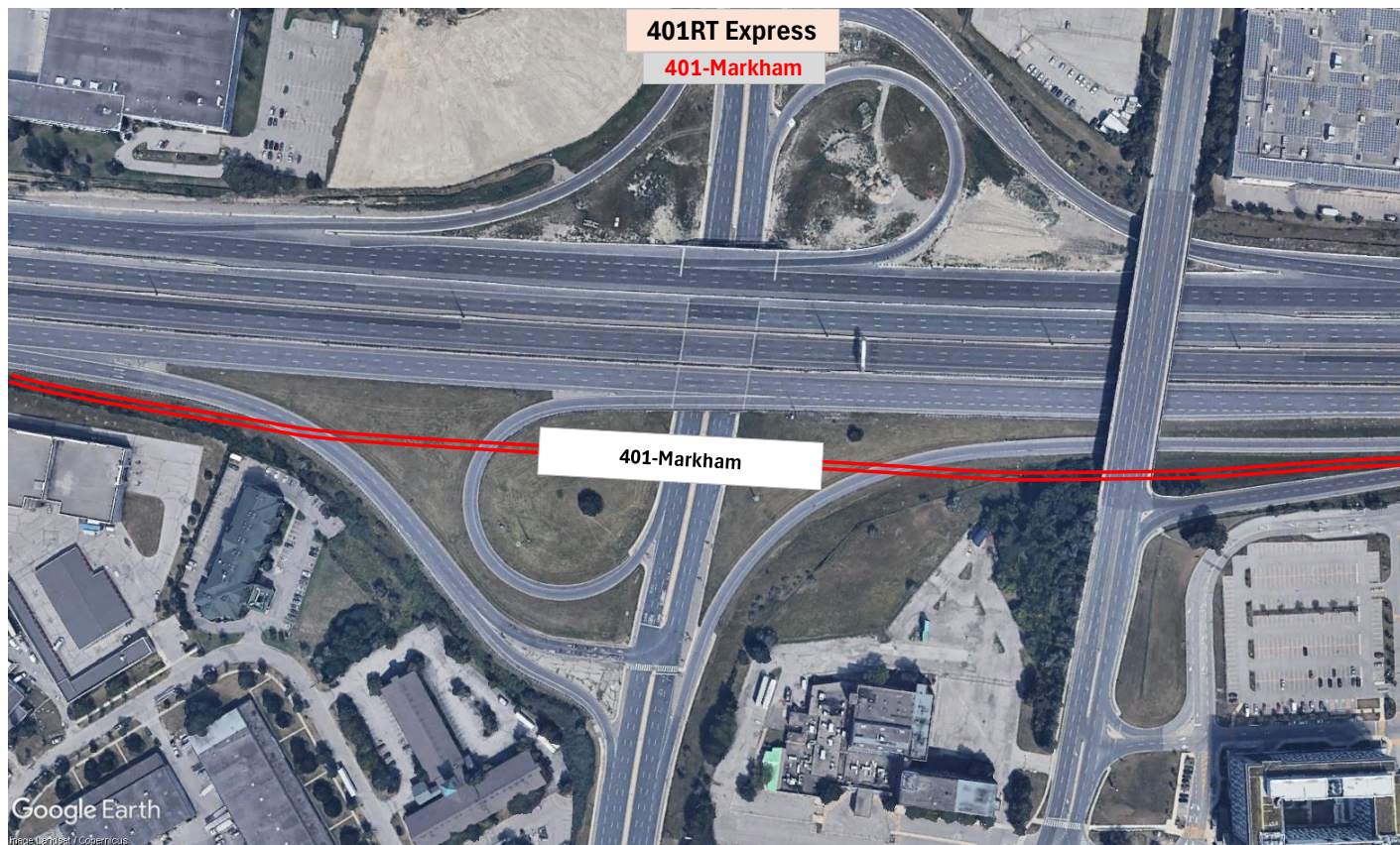


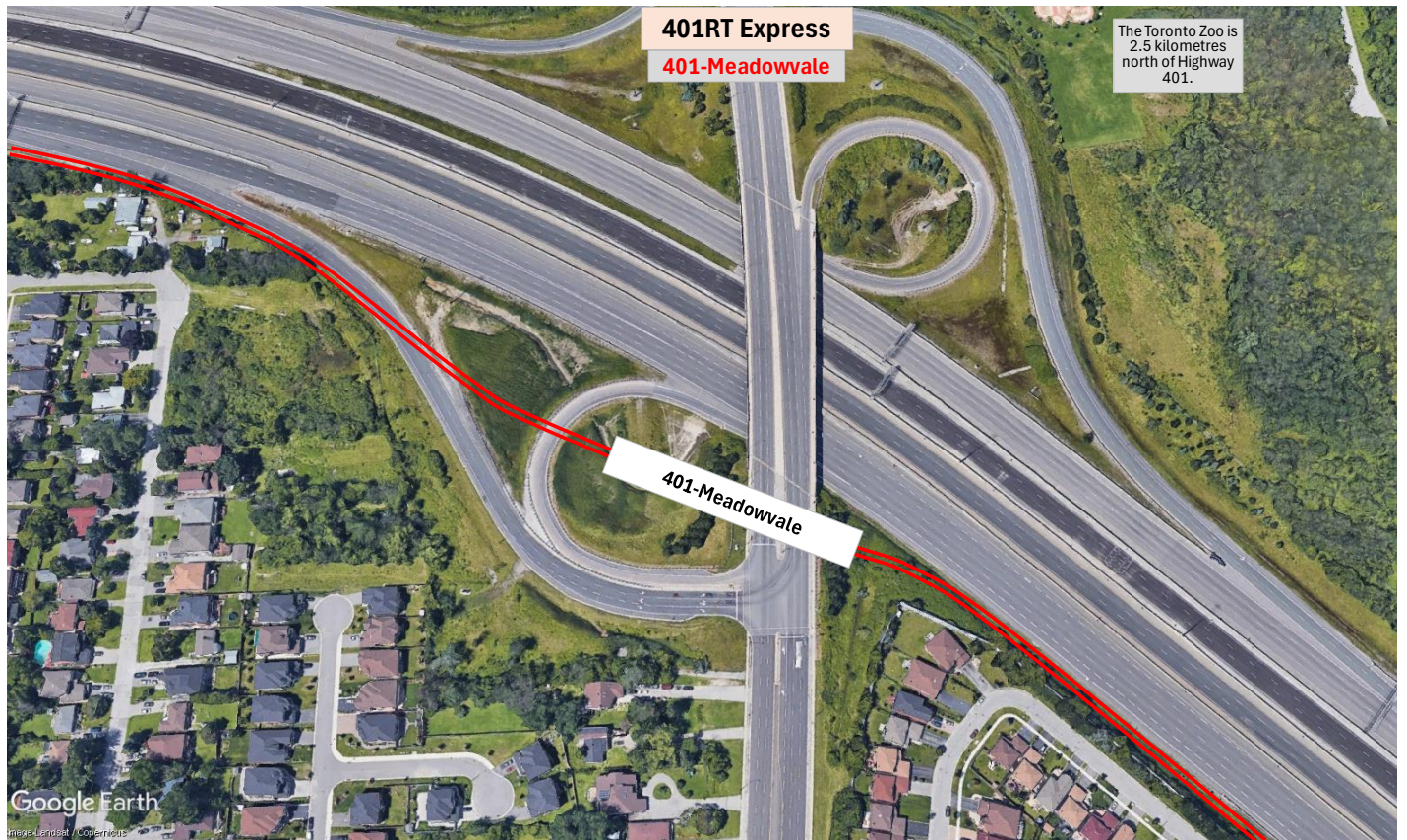
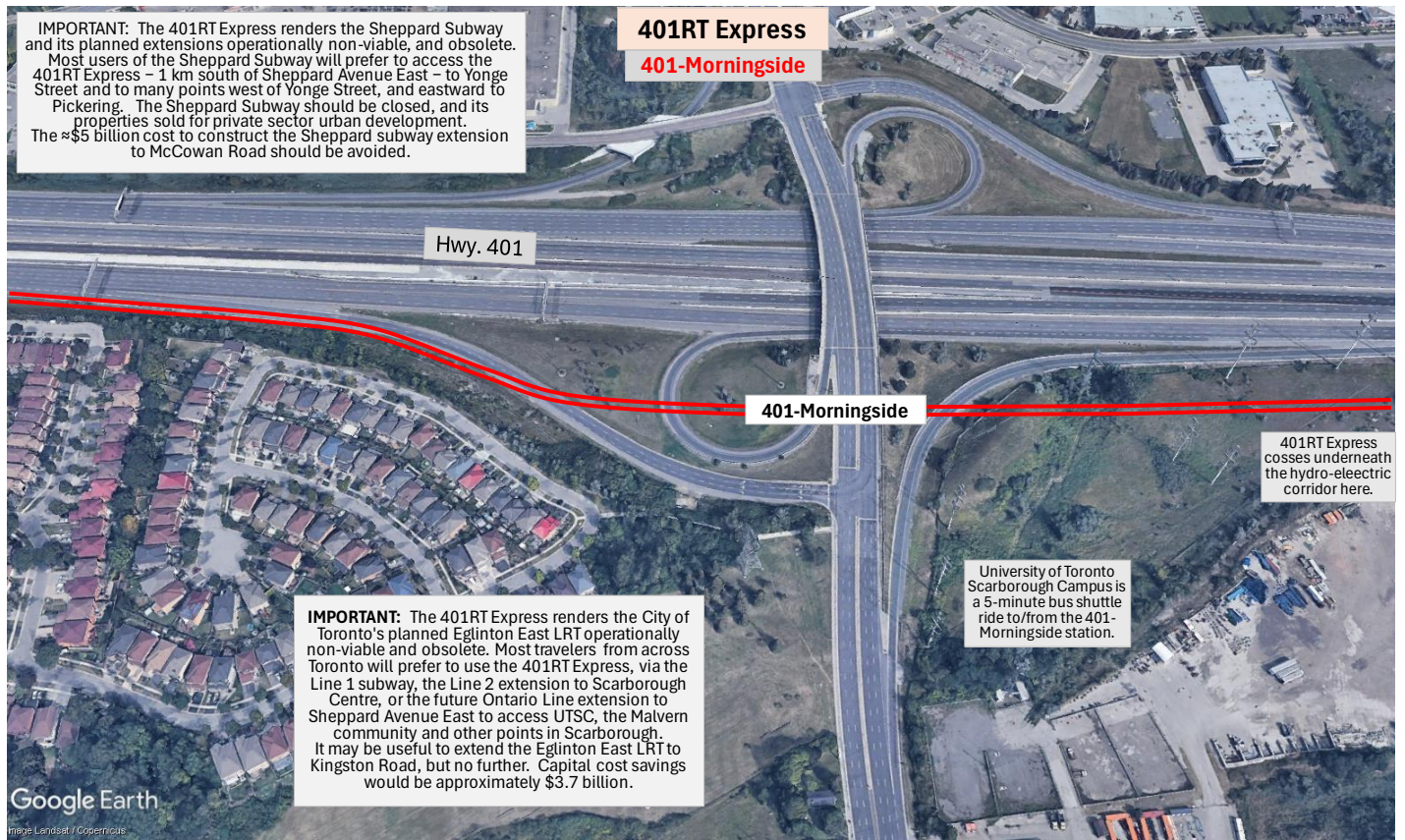


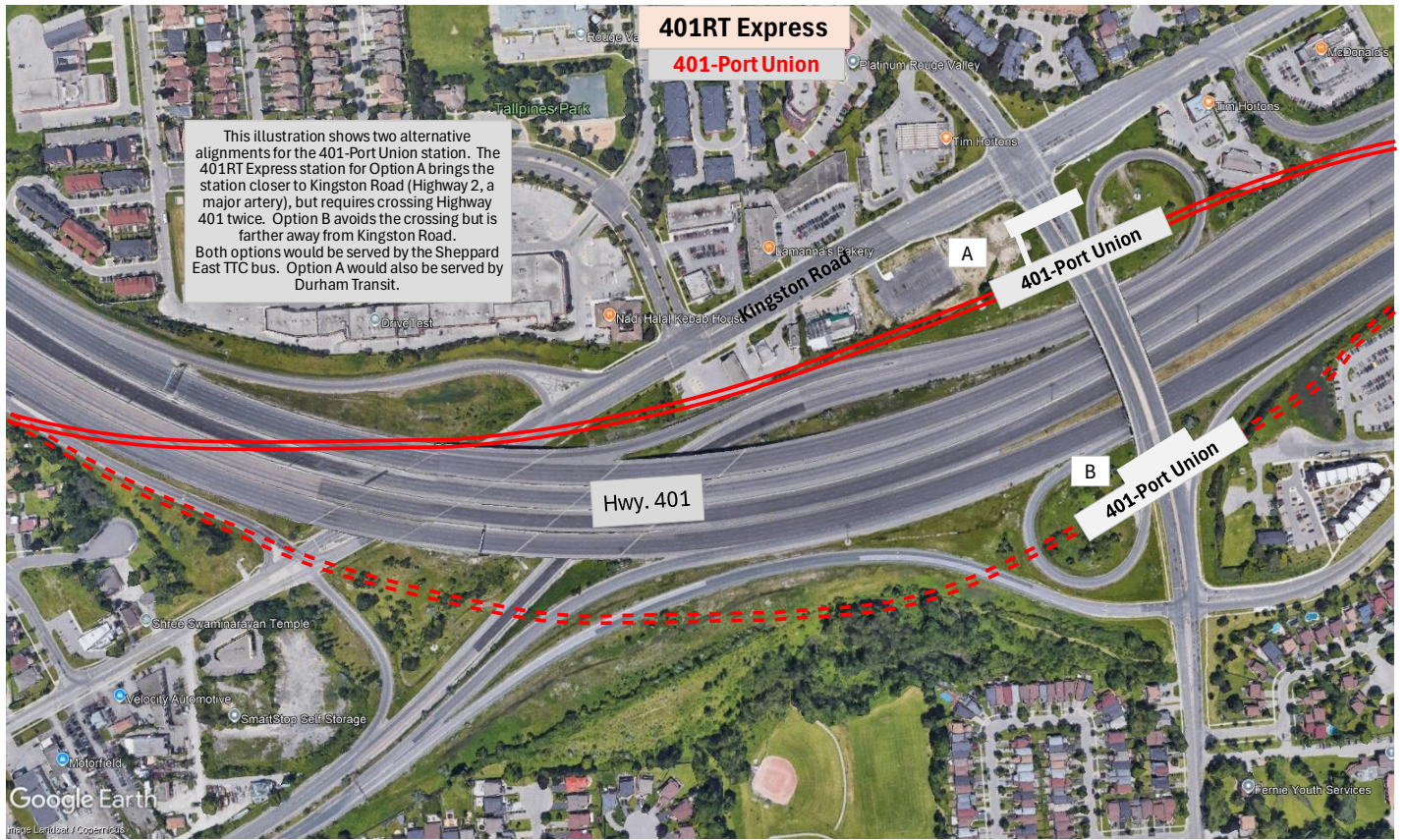






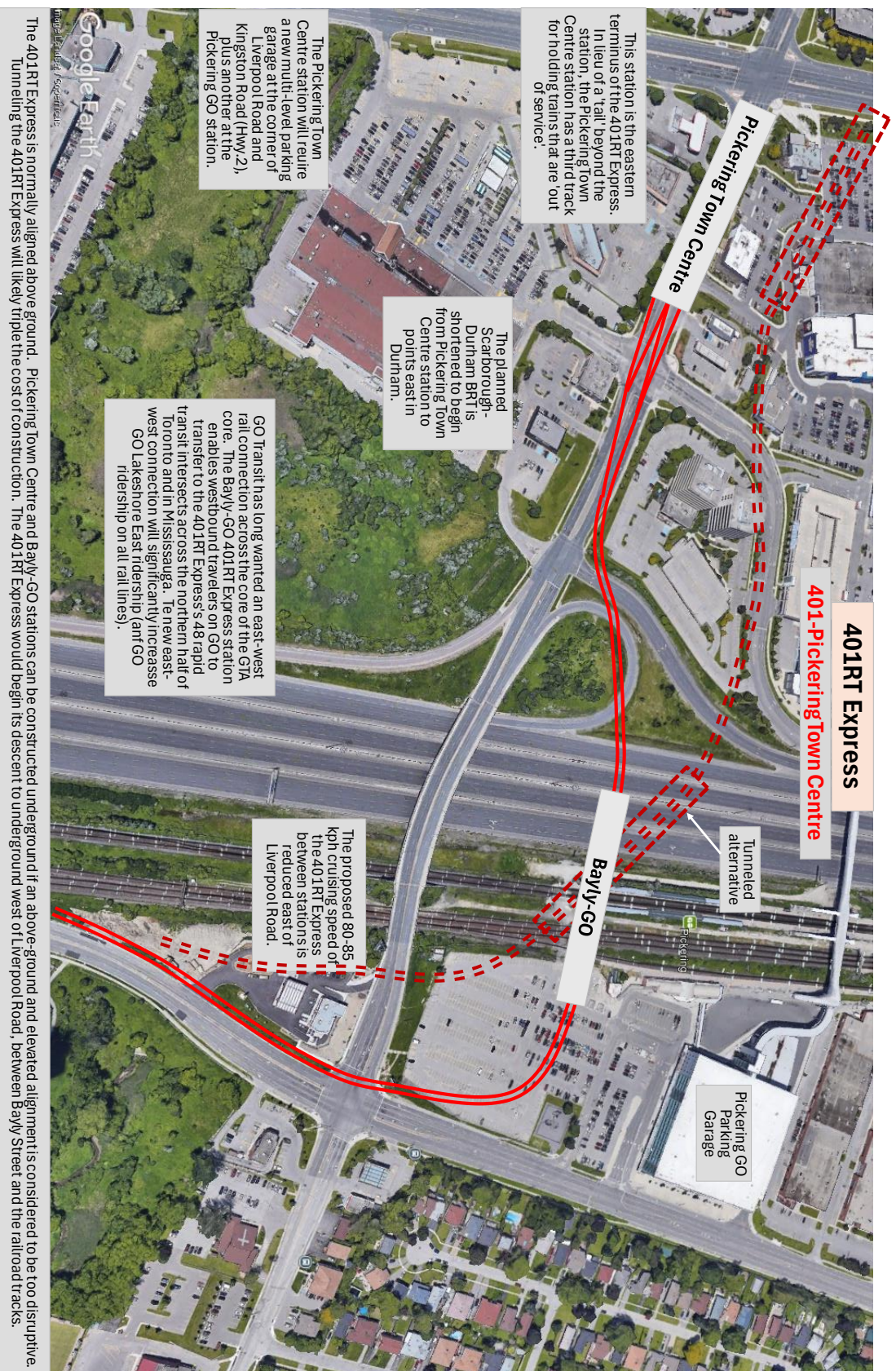








(Pickering Town Centre Station next page)



401RT Express

401-Pickering Town Centre

Pickering Town Centre

This station is the eastern terminus of the 401RT Express. In lieu of a 'tail' beyond the station, the Pickering Town Centre station has a third track for holding trains that are 'out of service'.

The planned Scarborough-Durham BRT is shortened to begin from Pickering Town Centre station to points east in Durham.

The Pickering Town Centre station will require a new multi-level parking garage at the corner of Liverpool Road and Kingston Road (Hwy 2), plus another at the Pickering GO station.

GO Transit has long wanted an east-west rail connection across the core of the G1A core. The Bayview-GO 401RT Express station enables westbound travelers on GO to transfer to the 401RT Express's 48 rapid transit intersects across the northern half of Toronto and in Mississauga. The new east-west connection will significantly increase GO Lakeshore East ridership (and GO ridership on all rail lines).

The proposed 80-85 kph cruising speed of the 401RT Express between stations is reduced east of Liverpool Road.

Tunneled alternative

Pickering GO Parking Garage

Bayview-GO

The 401RT Express is normally aligned above ground. Pickering Town Centre and Bayview-GO stations can be constructed underground if an above-ground and elevated alignment is considered to be too disruptive. Tunneling the 401RT Express will likely triple the cost of construction. The 401RT Express would begin its descent to underground west of Liverpool Road, between Bayview Street and the railroad tracks.