
APPENDIX D

Key Benefits and Impacts on the Windsor Community

KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Capacity and Traffic/Pedestrian Safety		Improvement?
At-Grade Railway Crossings	Road Classification	Road Delays
CN Chatham Subdivision		
Riverside Drive East	Scenic Drive	Unaffected
Dunvishere Road	L	Unaffected
Walker Road	A2	Decreased
George Avenue	C1	Decreased
Pilette Road	A2	Decreased
Jefferson Boulevard	A2	Decreased
Laizon Parkway	A1	Removed
Laizon Road	A2	Removed
Clover Avenue	C1	Removed
Barnwell Road	A2	Removed
CPR Windsor Subdivision		
Douglall Avenue	C1	Level 1 Increase
McDouglall Street	C1	Level 1 Increase
E.C. Row Avenue	C1	Level 1 Increase
Jefferson Boulevard	A2	Level 1 Increase
Barnwell Road	A2	Level 1 Increase
CN Pelton Spur		
Foster Avenue	L	Unaffected
Airport Road	L	Unaffected
Division Road	A2	Unaffected
7th Concession Road	L	Unaffected
Provincial Road	A2	Unaffected
CNDTRP CASO Subdivision		
Howard Avenue	A2	Unaffected
Cabana Road East	A2	Unaffected
8th Concession Road	C1	Unaffected
Walker Road	A2	Unaffected

Road Connection		Improvement?
Roads currently divided by rail track that may be suitable for connection (Preliminary Candidates)	Chatham Subdivision	Windsor Subdivision
Elfrone Avenue		No
Arthur Road		No
Westminster Boulevard		No
Buckingham Drive		No
Foot Boulevard		No
Windsor Subdivision		
Munch Crescent/Laizon Road		No
CASO Subdivision		
Maguire Street/Marentelle Avenue		No

Transit Windsor		Improvement?
Existing Service Disruptions	Improvement?	Improvement?
Chatham Subdivision		
Route #4 at Pilette Road and Jefferson Boulevard	Intermediate	Intermediate
Route #2, #2 Express, and #10 at Laizon Parkway	Yes	Yes
Windsor Subdivision		
Route #6 at Douglall Avenue (CPR Windsor Yard Lead)	No	No
Route #6 at Douglall Avenue (CPR tunnel access)	No	No
Route #1A and #14 at Howard Avenue	No	No
Route #8 at Walker Road	No	No
Route #3 at E.C. Row North Service Road and Jefferson Boulevard	No	No
CASO Subdivision		
Route #7 at Howard Avenue	No	No
Route #6 at Walker Road	No	No

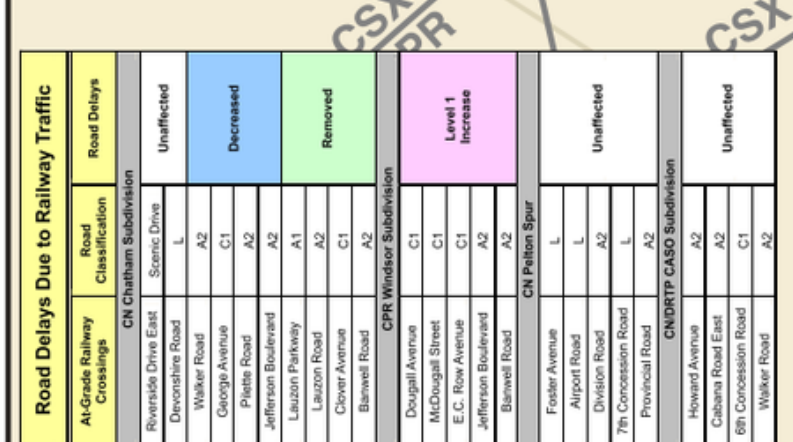
Level 1 Increase = due to the addition of VIA trains
 Level 2 Increase = due to the addition of CN trains
 Level 3 Increase = due to the addition of VIA and CN trains
 A = Arterial Road, Class "A"
 C = Collector Road, Class "C"
 L = Local Road, Class "L"

Key Benefits / Impacts X Associated with Option L1A

- Windsor Community**
Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridor
- Reconnects communities and enhances neighbourhood ambience
- Opportunity to redevelop the abandoned railway corridor as a multi-use trail (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
- Reduces noise, vibration, and improves air quality along the abandoned railway corridor
- A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
- Increases rail traffic volume and decreases level of service at existing at-grade railway crossings along the impacted railway corridor
- Increases noise, vibration, and reduces air quality along the impacted railway corridor

Track colour indicates ownership
 CSXT indicates use of track
 (CSXT) indicates track running rights, but no current use

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- Black indicates no change
- Colour rail acronym indicates new running arrangement or running rights



Width of this area is not an indicator of the size of impact area due to increased rail traffic

Potential Site for a new VIA Windsor Station

Remove Chatham Subdivision between Chrysler Spur and Ringgold

Relocate VIA to CPR Windsor Subdivision

Construct a new VIA Station near Downtown Windsor

COMMUNITY BASED STRATEGIC RAIL STUDY

RAIL RATIONALIZATION ALTERNATIVES

OPTION L1A

EXHIBIT

4.1

2006-10-11

KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Capacity and Traffic/Pedestrian Safety		Improvement?
At-Grade Railway Crossings	Road Classification	Road Delays
CN Chatham Subdivision		
Riverside Drive East	Scenic Drive	Unaffected
Devonshire Road	L	
Walker Road	A2	Decreased
George Avenue	C1	
Pilette Road	A2	
Jefferson Boulevard	A2	
Lauzon Parkway	A1	Removed
Lauzon Road	A2	
Clover Avenue	C1	
Barnwell Road	A2	
CPR Windsor Subdivision		
Douglall Avenue	C1	Unaffected
McDouglall Street	C1	
E.C. Row Avenue	C1	Level 1 Increase
Jefferson Boulevard	A2	
Barnwell Road	A2	
CN Pelton Spur		
Foster Avenue	L	
Airport Road	L	
Division Road	A2	Level 1 Increase
7th Concession Road	L	
Provincial Road	A2	
CNDTRP CASO Subdivision		
Howard Avenue	A2	Level 1 Increase
Cabana Road East	A2	
8th Concession Road	C1	
Walker Road	A2	

Road Connection		Improvement?
Roads currently divided by rail track that may be suitable for connection (Preliminary Candidates)		
Chatham Subdivision		
Etrou Avenue		No
Arthur Road		
Westminster Boulevard		No
Buckingham Drive		
Ford Boulevard		
Windsor Subdivision		
Munch Crescents/Lauzon Road		No
CASO Subdivision		
Maguire Street/Marentelle Avenue		No

Transit Windsor		Improvement?
Existing Service Disruptions		
Chatham Subdivision		
Route #4 at Pilette Road and Jefferson Boulevard		Intermediate
Route #2, #2 Express, and #10 at Lauzon Parkway		Yes
Windsor Subdivision		
Route #6 at Douglall Avenue (CPR Windsor Yard Lead)		No
Route #6 at Douglall Avenue (CPR tunnel access)		Howard Avenue grade-separation project currently planned
Route #1A and #14 at Howard Avenue		Walker Road grade-separation project currently under construction
Route #8 at Walker Road		No
Route #3 at E.C. Row North Service Road and Jefferson Boulevard		No
CASO Subdivision		
Route #7 at Howard Avenue		No
Route #6 at Walker Road		No

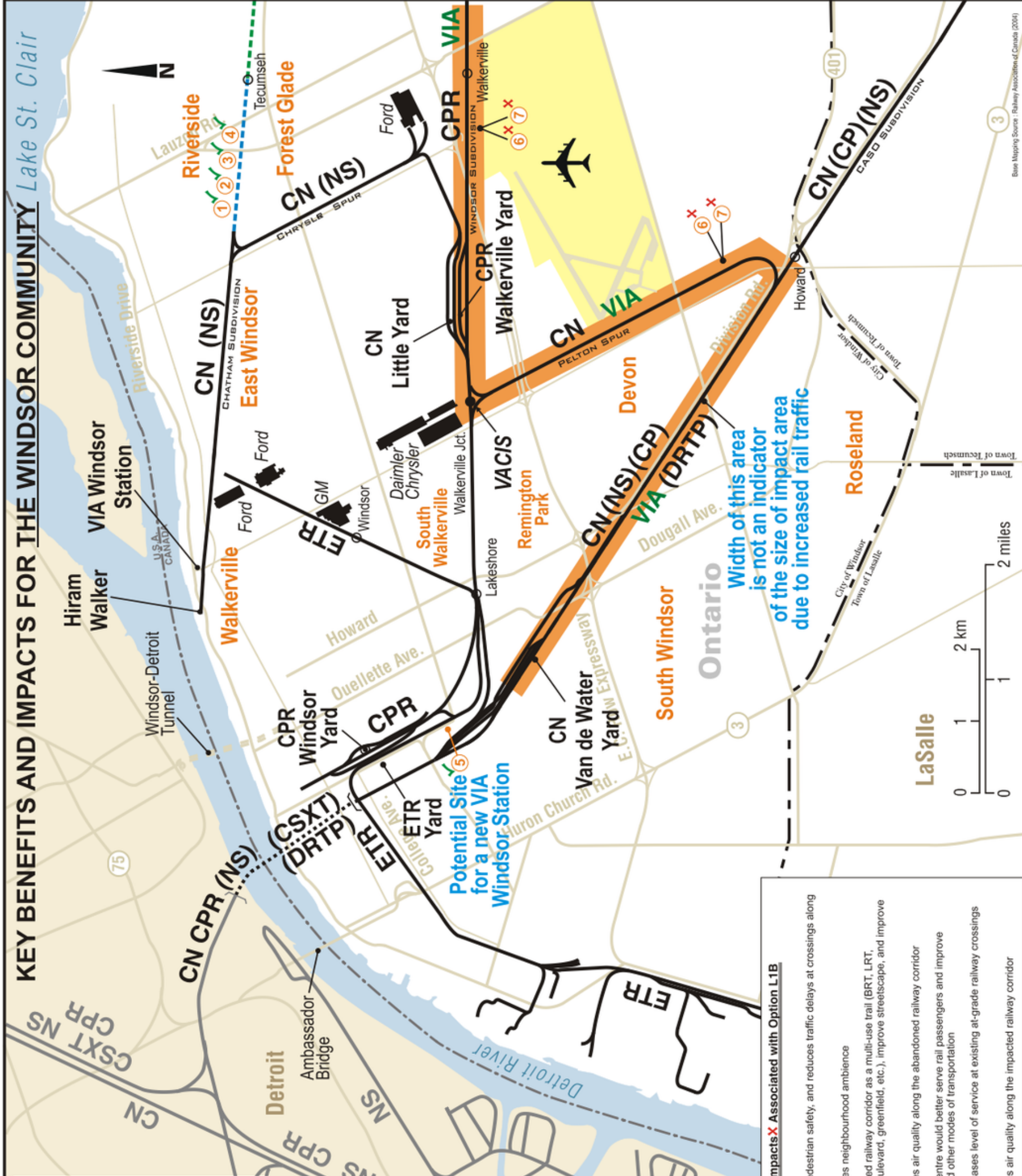
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 Level 3 Increase = due to the addition of VIA and CN trains
 Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
 Ax = Arterial Road, Class "x"
 Cx = Collector Road, Class "x"
 L = Local Road

Key Benefits / Impacts X Associated with Option L1B

- Windsor Community**
Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridor
- Reconnects communities and enhances neighbourhood ambience
- Opportunity to redevelop the abandoned railway corridor as a multi-use trail (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
- Reduces noise, vibration, and improves air quality along the abandoned railway corridor
- A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
- Increases rail traffic volume and decreases level of service at existing at-grade railway crossings along the impacted railway corridor
- Increases noise, vibration, and reduces air quality along the impacted railway corridor

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RAIL RATIONALIZATION ALTERNATIVES

- Remove Chatham Subdivision between Chrysler Spur and Ringgold
- Relocate VIA to Windsor Sub - Pelton Spur - CASO Sub
- Construct a new VIA Station near Downtown Windsor

EXHIBIT 4.2

OPTION L1B

COMMUNITY BASED STRATEGIC RAIL STUDY

2006-10-11

KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Delays Due to Railway Traffic		Road Capacity and Traffic/Pedestrian Safety	
At-Grade Railway Crossings	Road Classification	Existing Issues	Improvement?
CN Chatham Subdivision			
Riverside Drive East	Scenic Drive	Visibility and traffic capacity concerns at the Wyandotte Street/Douglas Road grade-separated crossing	No
Dyonshire Road	L	Visibility concerns at the following at-grade crossings: George Avenue, Pilate Road, and Jefferson Boulevard	No
Walker Road	A2	Operational concerns at Barnwell Road	Yes
George Avenue	C1	Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings	Yes
Pilate Road	A2		
Jefferson Boulevard	A2		
Lauzon Parkway	A1		
Lauzon Road	A2		
Clover Avenue	C1		
Barnwell Road	A2		
CPR Windsor Subdivision			
Douglas Avenue	C1	Visibility concerns at the College Avenue grade-separated crossing	No
McDougal Street	C1	Pedestrian safety and traffic operation concerns at the Douglas Avenue grade-separated crossing	No
E.C. Row Avenue	C1	Safety, capacity, and operational concerns at the Howard Avenue, Cabana Road, and Walker Road at-grade crossings	No
Jefferson Boulevard	A2		
Barnwell Road	A2		
CN Pelton Spur			
Foster Avenue	L		
Airport Road	L		
Division Road	A2		
7th Concession Road	L		
Provincial Road	A2		
CNDTRP CASO Subdivision			
Howard Avenue	A2		
Cabana Road East	A2		
6th Concession Road	C1		
Walker Road	A2		

Road Connection		Improvement?	
Roads currently divided by rail track that may be suitable for connection (preliminary Candidates)	Chatham Subdivision	Windsor Subdivision	CASO Subdivision
Elrose Avenue			No
Arthur Road			No
Westminster Boulevard			No
Buckingham Drive			No
Ford Boulevard			No
Windsor Subdivision			
Munch Crescent/Lauzon Road			No
CASO Subdivision			
Maguire Street/Marentelle Avenue			No

Transit Windsor		Improvement?	
Existing Service Disruptions	Chatham Subdivision	Windsor Subdivision	CASO Subdivision
Route #4 at Pilate Road and Jefferson Boulevard	Intermediate	Yes	No
Route #2, #2 Express, and #10 at Lauzon Parkway	Yes	Yes	No
Route #6 at Douglas Avenue (CPR Windsor Yard Lead)	No	No	No
Route #6 at Douglas Avenue (CPR tunnel access)	No	No	No
Route #1A and #14 at Howard Avenue	No	No	No
Route #8 at Walker Road	No	No	No
Route #3 at E.C. Row North Service Road and Jefferson Boulevard	No	No	No
CASO Subdivision			
Route #7 at Howard Avenue	No	No	No
Route #6 at Walker Road	No	No	No

Transit Windsor		Improvement?	
Existing Service Disruptions	Chatham Subdivision	Windsor Subdivision	CASO Subdivision
Route #4 at Pilate Road and Jefferson Boulevard	Intermediate	Yes	No
Route #2, #2 Express, and #10 at Lauzon Parkway	Yes	Yes	No
Route #6 at Douglas Avenue (CPR Windsor Yard Lead)	No	No	No
Route #6 at Douglas Avenue (CPR tunnel access)	No	No	No
Route #1A and #14 at Howard Avenue	No	No	No
Route #8 at Walker Road	No	No	No
Route #3 at E.C. Row North Service Road and Jefferson Boulevard	No	No	No
CASO Subdivision			
Route #7 at Howard Avenue	No	No	No
Route #6 at Walker Road	No	No	No

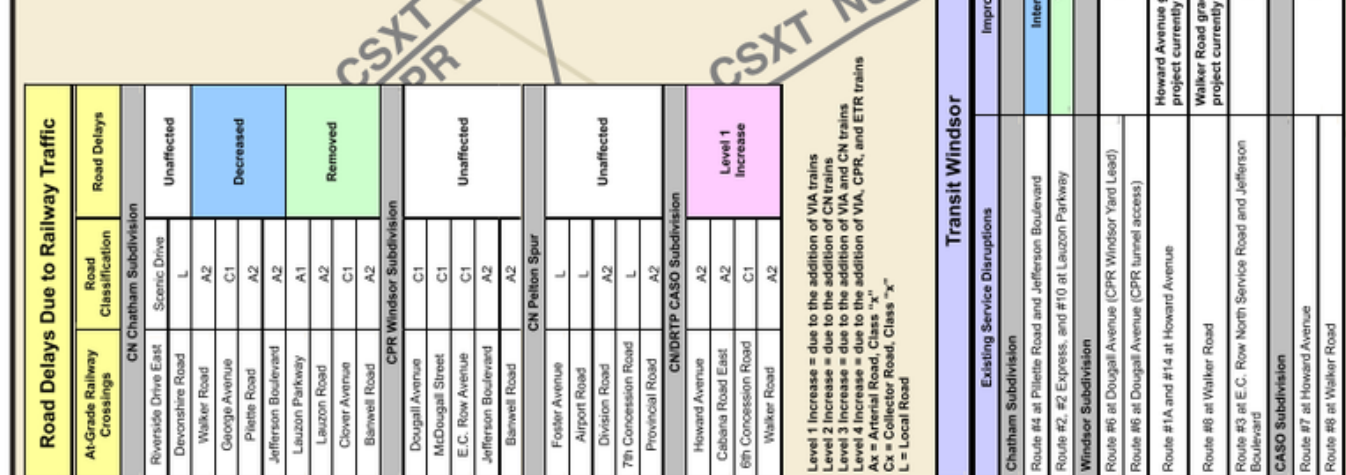
Level 1 Increase = due to the addition of VIA trains
Level 2 Increase = due to the addition of CN trains
Level 3 Increase = due to the addition of VIA and CN trains
Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
Cx = Collector Road, Class "x"
L = Local Road

Key Benefits / Impacts X Associated with Option L2

Windsor Community
 1 Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridor
 2 Reconnects communities and enhances neighbourhood ambience
 3 Opportunity to redevelop the abandoned railway corridor as a multi-use trail (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
 4 Reduces noise, vibration, and improves air quality along the abandoned railway corridor
 5 A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
 6 Increases rail traffic volume and decreases level of service at existing at-grade railway crossings along the impacted railway corridor
 7 Increases noise, vibration, and reduces air quality along the impacted railway corridor

Track colour indicates ownership
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(CSXT) indicates track running rights, but no current use

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- Remove Chatham Subdivision between Chrysler Spur and Ringgold
- Relocate VIA to CN CASO Subdivision
- Construct a new VIA Station near Downtown Windsor

COMMUNITY BASED STRATEGIC RAIL STUDY

RAIL RATIONALIZATION ALTERNATIVES

OPTION L2

EXHIBIT 4.3

2006-10-11

KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Capacity and Traffic/Pedestrian Safety		Improvement?
Existing Issues		
Chatham Subdivision		
Viability and traffic capacity concerns at the Wyandotte Street/Douglall Road grade-separated crossing		Yes
Viability concerns at the following at-grade crossings: George Avenue, Pilette Road, and Jefferson Boulevard		Yes
Operational concerns at Barnwell Road		No
Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings		No
Windsor Subdivision		
Traffic capacity concerns on Tecumseh Road, Douglall Avenue, and McDougall Street due to at-grade crossings		No
CASO Subdivision		
Viability concerns at the College Avenue grade-separated crossing		No
Pedestrian safety and traffic operation concerns at the Douglall Avenue grade-separated crossing		No
Safety, capacity, and operational concerns at the Howard Avenue, Caberna Road, and Walker Road at-grade crossings		No

Road Connection		Improvement?
Roads currently divided by rail track that may be suitable for connection (Preliminary Candidates)		
Chatham Subdivision		
Elmore Avenue		Yes
Arthur Road		Yes
Westminster Boulevard		Yes
Buckingham Drive		Yes
Ford Boulevard		Yes
Windsor Subdivision		
Munich Crescent/Lauzon Road		No
CASO Subdivision		
Maguire Street/Marquette Avenue		No

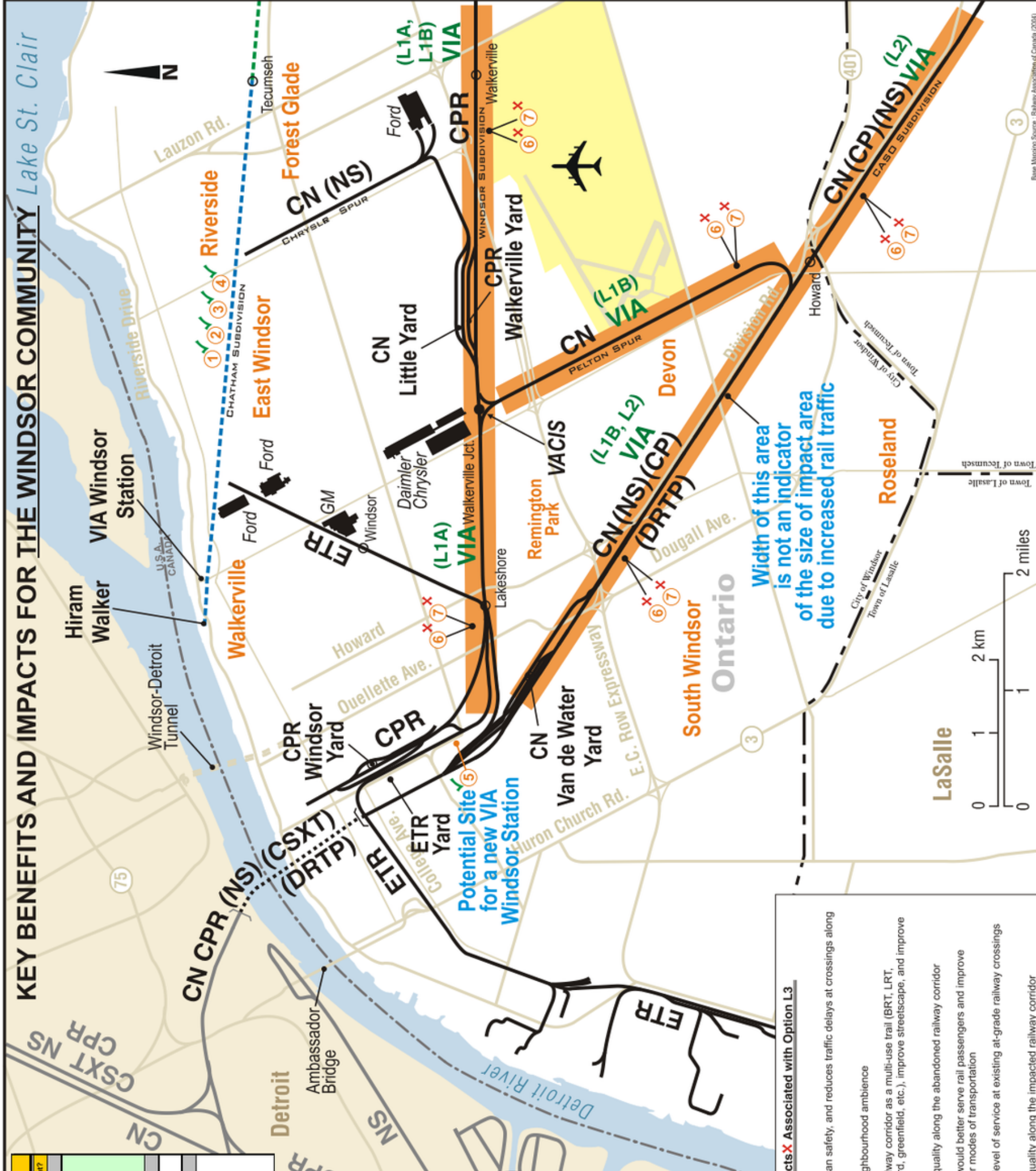
Road Delays Due to Railway Traffic		Road Delays (L3 in conjunction with)		
At-Grade Railway Crossings	Road Classification	L1A	L1B	L2
CN Chatham Subdivision				
Riverside Drive East	Scenic Drive	Removed	Removed	Removed
Devonshire Road	L	Removed	Removed	Removed
Walker Road	A2	Removed	Removed	Removed
George Avenue	C1	Removed	Removed	Removed
Pilette Road	A2	Removed	Removed	Removed
Jefferson Boulevard	A2	Removed	Removed	Removed
Lauzon Parkway	A1	Removed	Removed	Removed
Lauzon Road	A2	Removed	Removed	Removed
Clover Avenue	C1	Removed	Removed	Removed
Barnwell Road	A2	Removed	Removed	Removed
CPR Windsor Subdivision				
Douglall Avenue	C1	Unaffected	Unaffected	Unaffected
McDougall Street	C1	Level 1 Increase	Level 1 Increase	Unaffected
E.C. Row Avenue	C1	Level 1 Increase	Level 1 Increase	Unaffected
Jefferson Boulevard	A2	Level 1 Increase	Level 1 Increase	Unaffected
Barnwell Road	A2	Level 1 Increase	Level 1 Increase	Unaffected
CN Pelton Spur				
Foster Avenue	L	Unaffected	Unaffected	Unaffected
Alport Road	L	Unaffected	Unaffected	Unaffected
Division Road	A2	Unaffected	Unaffected	Unaffected
7th Concession Road	L	Unaffected	Unaffected	Unaffected
Provincial Road	A2	Unaffected	Unaffected	Unaffected
CNDTRP CASO Subdivision				
Howard Avenue	A2	Unaffected	Unaffected	Level 1 Increase
Caberna Road East	A2	Unaffected	Unaffected	Level 1 Increase
8th Concession Road	C1	Unaffected	Unaffected	Level 1 Increase
Walker Road	A2	Unaffected	Unaffected	Level 1 Increase

Level 1 Increase = due to the addition of VIA trains
 Level 2 Increase = due to the addition of CN trains
 Level 3 Increase = due to the addition of VIA and CN trains
 Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
 Ax = Arterial Road, Class "x"
 Cx = Collector Road, Class "x"
 L = Local Road

Transit Windsor		Improvement?
Existing Service Disruptions		
Chatham Subdivision		
Route #4 at Pilette Road and Jefferson Boulevard		Yes
Route #2, #2 Express, and #10 at Lauzon Parkway		Yes
Windsor Subdivision		
Route #6 at Douglall Avenue (CPR Windsor Yard Lead)		No
Route #6 at Douglall Avenue (CPR tunnel access)		No
Route #1A and #14 at Howard Avenue		Howard Avenue grade-separation project currently planned
Route #8 at Walker Road		Walker Road grade-separation project currently under construction
Route #3 at E.C. Row North Service Road and Jefferson Boulevard		No
CASO Subdivision		
Route #7 at Howard Avenue		No
Route #6 at Walker Road		No

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- Key Benefits / Impacts X Associated with Option L3**
- 1 Windsor Community**
Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridor
 - 2**
Reconnects communities and enhances neighbourhood ambience
 - 3**
Opportunity to redevelop the abandoned railway corridor as a multi-use trail (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
 - 4**
Reduces noise, vibration, and improves air quality along the abandoned railway corridor
 - 5**
A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
 - 6 X**
Increases rail traffic volume and decreases level of service at existing at-grade railway crossings along the impacted railway corridor
 - 7 X**
Increases noise, vibration, and reduces air quality along the impacted railway corridor



Remove Chatham Subdivision between Detroit River and Ringold

VIA in conjunction with L1A, L1B or L2

Construct a new VIA Station near Downtown Windsor

EXHIBIT

4.4

RAIL RATIONALIZATION ALTERNATIVES

OPTION L3

(in conjunction with L1A, L1B or L2)

2006-10-11

KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Capacity and Traffic/Pedestrian Safety		Improvement?
Existing Issues		
Chatham Subdivision		
Viability and traffic capacity concerns at the Wyandotte Street/Douglall Road grade-separated crossing		Yes
Viability concerns at the following at-grade crossings: George Avenue, Pillette Road, and Jefferson Boulevard		
Operational concerns at Barnwell Road		No
Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings		
Windsor Subdivision		
Traffic capacity concerns on Tecumseh Road, Douglall Avenue, and McDougall Street due to at-grade crossings		No
CASO Subdivision		
Viability concerns at the College Avenue grade-separated crossing		No
Pedestrian safety and traffic operation concerns at the Douglall Avenue grade-separated crossing		
Safety, capacity, and operational concerns at the Howard Avenue, Cabana Road, and Walker Road at-grade crossings		

Road Connection		Improvement?
Roads currently divided by rail track that may be suitable for connection (Preliminary Candidates)		
Chatham Subdivision		Yes
Elmore Avenue		
Arthur Road		
Westminster Boulevard		
Buckingham Drive		
Ford Boulevard		
Windsor Subdivision		No
Munich Crescent/Lauzon Road		
CASO Subdivision		No
Maguire Street/Marentette Avenue		

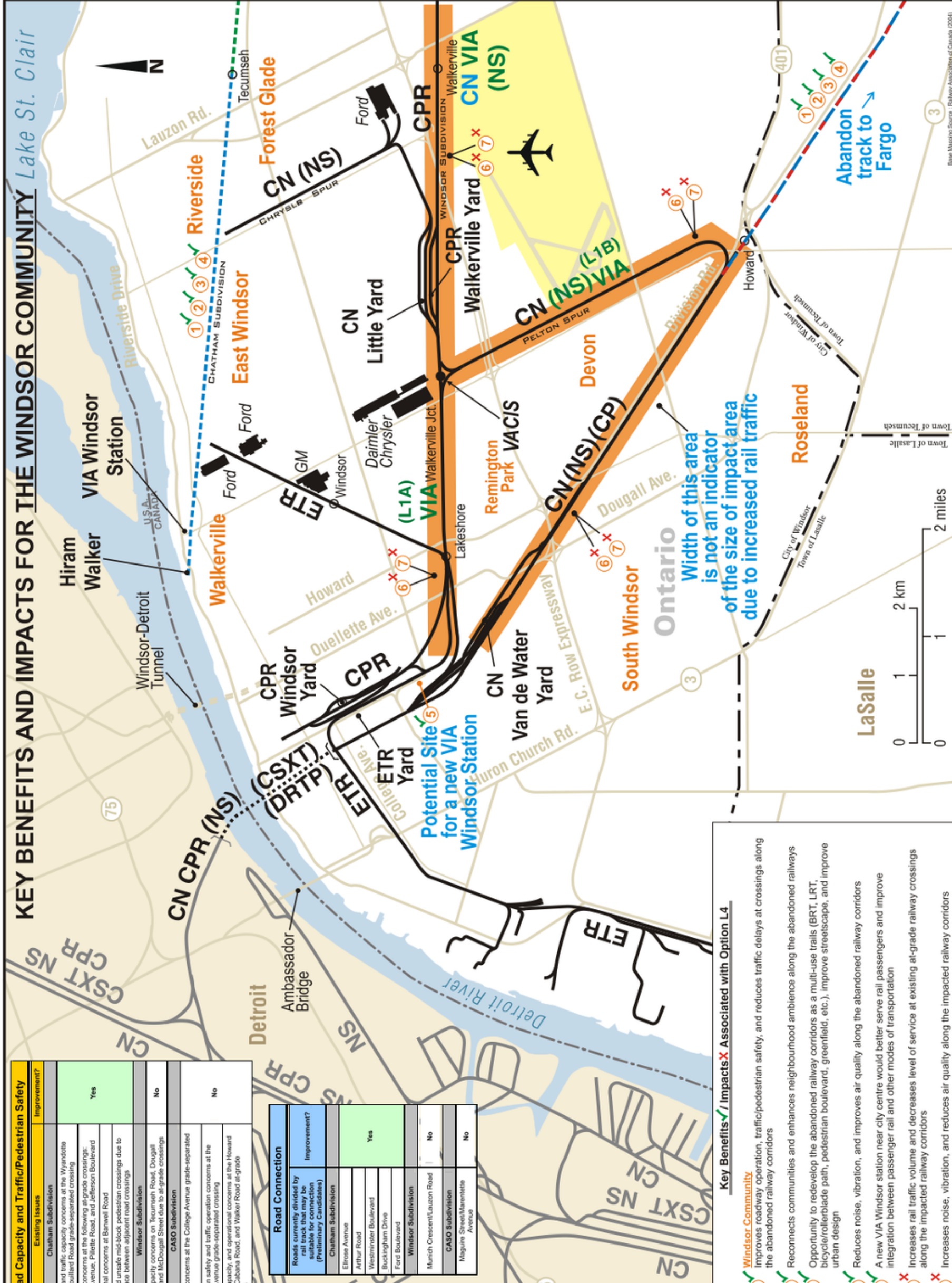
Road Delays Due to Railway Traffic		Road Delays (L4 in conjunction with)
At-Grade Railway Crossings	Road Classification	L1A L1B
CN Chatham Subdivision		
Riverside Drive East	Scenic Drive	Removed
Devonshire Road	L	Removed
Walker Road	A2	Removed
George Avenue	C1	Removed
Pillette Road	A2	Removed
Jefferson Boulevard	A2	Removed
Lauzon Parkway	A1	Removed
Lauzon Road	A2	Removed
Clover Avenue	C1	Removed
Barnwell Road	A2	Removed
CPR Windsor Subdivision		
Douglall Avenue	C1	Level 1 Increase
McDougall Street	C1	Unaffected
E.C. Row Avenue	A2	Level 3 Increase
Jefferson Boulevard	A2	Level 3 Increase
Barnwell Road	A2	Level 3 Increase
CN Pelton Spur		
Foster Avenue	L	Level 2 Increase
Airport Road	L	Level 2 Increase
Division Road	A2	Level 2 Increase
7th Concession Road	L	Level 2 Increase
Provincial Road	A2	Level 2 Increase
CNDRTP CASO Subdivision		
Howard Avenue	A2	Unaffected
Cabana Road East	A2	Unaffected
8th Concession Road	C1	Unaffected
Walker Road	A2	Level 1 Increase

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 Level 3 Increase = due to the addition of VIA and CN trains
 Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
 AR = Arterial Road, Class "A"
 CR = Collector Road, Class "C"
 L = Local Road

Transit Windsor		Improvement?
Existing Service Disruptions		
Chatham Subdivision		Yes
Route #4 at Pillette Road and Jefferson Boulevard		
Route #2, #2 Express, and #10 at Lauzon Parkway		
Windsor Subdivision		
Route #6 at Douglall Avenue (CPR Windsor Yard Lead)		No
Route #6 at Douglall Avenue (CPR tunnel access)		
Route #1A and #14 at Howard Avenue		
Route #8 at Walker Road		
Route #3 at E.C. Row North Service Road and Jefferson Boulevard		
Route #7 at Howard Avenue		
CASO Subdivision		
Route #6 at Walker Road		No

Key Benefits / Impacts X Associated with Option L4	
1	Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridors
2	Reconnects communities and enhances neighbourhood ambience along the abandoned railways
3	Opportunity to redevelop the abandoned railway corridors as a multi-use trails (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
4	Reduces noise, vibration, and improves air quality along the abandoned railway corridors
5	A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
6	Increases rail traffic volume and decreases level of service at existing at-grade railway crossings along the impacted railway corridors
7	Increases noise, vibration, and reduces air quality along the impacted railway corridors

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Width of this area is not an indicator of the size of impact area due to increased rail traffic

RAIL RATIONALIZATION ALTERNATIVES

OPTION L4

(in conjunction with L1A or L1B)

- Remove Chatham Subdivision between Detroit River and Ringold
- Remove CASO Subdivision between Pelton Spur and Fargo
- VIA in conjunction with L1A or L1B
- CPR shares track with CN between Pelton Spur and Ringold
- Construct a new VIA Station near Downtown Windsor

2006-10-11

COMMUNITY BASED STRATEGIC RAIL STUDY



KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Capacity and Traffic/Pedestrian Safety		Improvement?
Existing Issues		
Chatham Subdivision		
Visibility and traffic capacity concerns at the Wyandotte Street/Douglas Road grade-separated crossing		Yes
Visibility concerns at the following at-grade crossings: George Avenue, Pillette Road, and Jefferson Boulevard		Yes
Operational concerns at Barnwell Road		No
Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings		No
Windsor Subdivision		
Traffic capacity concerns on Tecumseh Road, Dougall Avenue, and McDougall Street due to at-grade crossings		No
Visibility concerns at the College Avenue grade-separated crossing		No
Pedestrian safety and traffic operation concerns at the Dougall Avenue grade-separated crossing		Yes
Safety, capacity, and operational concerns at the Howard Avenue, Cabana Road, and Walker Road at-grade crossings		Yes

Road Connection		Improvement?
Roads currently divided by rail track that may be suitable for connection (Preliminary Candidate)		
Chatham Subdivision		Yes
Ethosa Avenue		
Arthur Road		
Westminster Boulevard		
Buckingham Drive		
Ford Boulevard		
Windsor Subdivision		No
Munch Crescent/Lauzon Road		
CASO Subdivision		Yes
Maguire Street/Marquette Avenue		

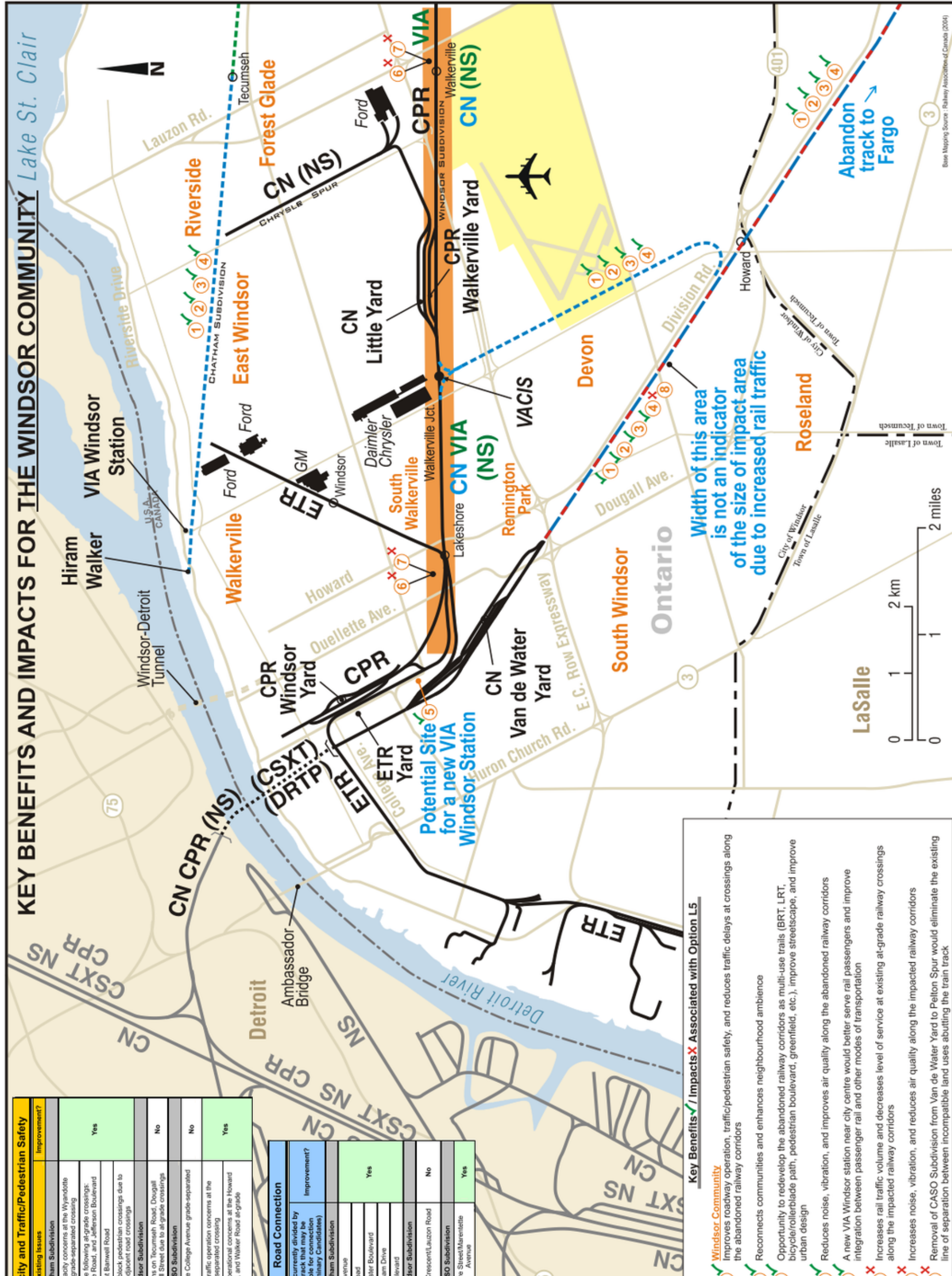
Road Delays Due to Railway Traffic		Road Delays
At-Grade Railway Crossings	Road Classification	Road Delays
CN Chatham Subdivision		
Riverside Drive East	Scenic Drive	Removed
Donovshire Road	L	Removed
Walker Road	A2	Removed
George Avenue	C1	Removed
Pillette Road	A2	Removed
Jefferson Boulevard	A2	Removed
Lauzon Parkway	A1	Removed
Lauzon Road	A2	Removed
Clover Avenue	C1	Removed
Barnwell Road	A2	Removed
CPR Windsor Subdivision		
Dougall Avenue	C1	Level 3 Increase
McDougall Street	C1	Level 3 Increase
E.C. Row Avenue	C1	Level 3 Increase
Jefferson Boulevard	A2	Level 3 Increase
Barnwell Road	A2	Level 3 Increase
CN Pelton Spur		
Foster Avenue	L	Removed
Airport Road	L	Removed
Division Road	A2	Removed
7th Concession Road	L	Removed
Provincial Road	A2	Removed
CND/RT/CASO Subdivision		
Howard Avenue	A2	Removed
Cabana Road East	A2	Removed
6th Concession Road	C1	Removed
Walker Road	A2	Removed

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 Level 3 Increase = due to the addition of VIA and CN trains
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 Ax = Arterial Road, Class "x"
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 L = Local Road

Transit Windsor		Improvement?
Existing Service Disruptions		
Chatham Subdivision		Yes
Route #4 at Pillette Road and Jefferson Boulevard		
Route #2, #2 Express, and #10 at Lauzon Parkway		
Windsor Subdivision		No
Route #6 at Dougall Avenue (CPR Windsor Yard Lead)		
Route #6 at Dougall Avenue (CPR tunnel access)		
Route #11A and #14 at Howard Avenue		
Route #6 at Walker Road		
Route #3 at E.C. Row North Service Road and Jefferson Boulevard		
Route #7 at Howard Avenue		
Route #9 at Walker Road		Yes

Key Benefits / Impacts X Associated with Option L5	
1 Windsor Community	Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridors
2	Reconnects communities and enhances neighbourhood ambience
3	Opportunity to redevelop the abandoned railway corridors as multi-use trails (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
4	Reduces noise, vibration, and improves air quality along the abandoned railway corridors
5	A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
6	Increases rail traffic volume and decreases level of service at existing at-grade railway crossings along the impacted railway corridors
7	Increases noise, vibration, and reduces air quality along the impacted railway corridors
8	Removal of CASO Subdivision from Van de Water Yard to Pelton Spur would eliminate the existing line of separation between incompatible land uses abutting the train track

Track colour indicates ownership
 CSXT indicates use of track
 (CSXT) indicates track running rights, but no current use
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RAIL RATIONALIZATION ALTERNATIVES

OPTION L5

(in conjunction with L1A)

- Remove Chatham Subdivision between Detroit River and Ringgold
- Remove CASO Subdivision and Pelton Spur
- Shift VIA and CN to Windsor Subdivision
- Construct a new VIA Station near Downtown Windsor

KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Capacity and Traffic/Pedestrian Safety		Road Connection	
Existing Issues	Improvement?	Roads currently divided by rail track that may be suitable for connection (Preliminary Candidates)	Improvement?
Chatham Subdivision Visibility and traffic capacity concerns at the Wyandotte Street/Douglas Road grade-separated crossing Visibility concerns at the following at-grade crossings: George Avenue, Pillette Road, and Jefferson Boulevard Operational concerns at Barnwell Road Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings	Yes	Chatham Subdivision Elmore Avenue Arthur Road Westminster Boulevard Buckingham Drive Ford Boulevard	Yes
Windsor Subdivision Traffic capacity concerns on Tecumseh Road, Dougall Avenue, and McDougall Street due to at-grade crossings	Intermediate	Windsor Subdivision Munich Crescent/Lauzon Road	Maybe, depending on the alignment of the new Airport By-Pass
CASO Subdivision Visibility concerns at the College Avenue grade-separated crossing Pedestrian safety and traffic operation concerns at the Dougall Avenue grade-separated crossing	No	CASO Subdivision Maguire Street/Marenzeller Avenue	No
Safety, capacity, and operational concerns at the Howard Avenue, Cabana Road, and Walker Road at-grade crossings	No situation may deteriorate due to the addition of VIA, CPR, and ETR trains		

Road Delays Due to Railway Traffic		Road Delays	
At-Grade Railway Crossings	Road Classification	Road	Delays
CN Chatham Subdivision			
Riverside Drive East	L	Scenic Drive	Removed
Devonshire Road	A2	L	Removed
Walker Road	A2	Walker Road	Removed
George Avenue	C1	George Avenue	Decreased
CN Windsor Subdivision			
Pillette Road	A2	A2	Removed
Jefferson Boulevard	A2	A2	Removed
Lauzon Parkway	A1	A1	Removed
Lauzon Road	A2	A2	Removed
Clover Avenue	C1	C1	Removed
Barnwell Road	A2	A2	Removed
CPR Windsor Subdivision			
Douglas Avenue	C1	C1	Removed
McDougall Street	C1	C1	Removed
E.C. Row Avenue	C1	C1	Decreased
Jefferson Boulevard	A2	A2	Decreased
Barnwell Road	A2	A2	Decreased
CN Pelton Spur			
Foster Avenue	L	L	Removed
Airport Road	L	L	Removed
Division Road	A2	A2	Removed
7th Concession Road	L	L	Removed
Provincial Road	A2	A2	Removed
CNDTRP CASO Subdivision			
Howard Avenue	A2	A2	Level 4 Increase
Cabana Road East	A2	A2	Level 4 Increase
6th Concession Road	C1	C1	Level 4 Increase
Walker Road	A2	A2	Level 4 Increase

Transit Windsor		Improvement?	
Existing Service Disruptions			
Chatham Subdivision			
Route #4 at Pillette Road and Jefferson Boulevard		Yes	
Route #2, #2 Express, and #10 at Lauzon Parkway		Yes	
Windsor Subdivision			
Route #6 at Dougall Avenue (CPR Windsor Yard Lead)		Yes	
Route #6 at Dougall Avenue (CPR tunnel access)		Yes	
Route #1A and #14 at Howard Avenue		Yes	
Route #6 at Walker Road		Intermediate, due to the reduction in trains	
Route #3 at E.C. Row North Service Road and Jefferson Boulevard		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	
CASO Subdivision			
Route #7 at Howard Avenue		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	
Route #8 at Walker Road		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	

Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
 Level 1 Increase = due to the addition of VIA trains
 Level 2 Increase = due to the addition of CN trains
 Level 3 Increase = due to the addition of VIA and CN trains
 A = Arterial Road, Class "A"
 C = Collector Road, Class "C"
 L = Local Road

Road Capacity and Traffic/Pedestrian Safety		Road Connection	
Existing Issues	Improvement?	Roads currently divided by rail track that may be suitable for connection (Preliminary Candidates)	Improvement?
Chatham Subdivision Visibility and traffic capacity concerns at the Wyandotte Street/Douglas Road grade-separated crossing Visibility concerns at the following at-grade crossings: George Avenue, Pillette Road, and Jefferson Boulevard Operational concerns at Barnwell Road Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings	Yes	Chatham Subdivision Elmore Avenue Arthur Road Westminster Boulevard Buckingham Drive Ford Boulevard	Yes
Windsor Subdivision Traffic capacity concerns on Tecumseh Road, Dougall Avenue, and McDougall Street due to at-grade crossings	Intermediate	Windsor Subdivision Munich Crescent/Lauzon Road	Maybe, depending on the alignment of the new Airport By-Pass
CASO Subdivision Visibility concerns at the College Avenue grade-separated crossing Pedestrian safety and traffic operation concerns at the Dougall Avenue grade-separated crossing	No	CASO Subdivision Maguire Street/Marenzeller Avenue	No
Safety, capacity, and operational concerns at the Howard Avenue, Cabana Road, and Walker Road at-grade crossings	No situation may deteriorate due to the addition of VIA, CPR, and ETR trains		

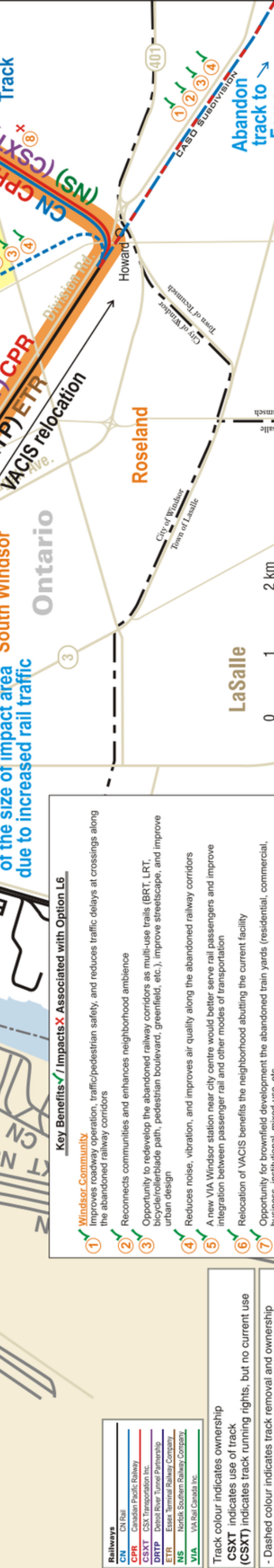
Transit Windsor		Improvement?	
Existing Service Disruptions			
Chatham Subdivision			
Route #4 at Pillette Road and Jefferson Boulevard		Yes	
Route #2, #2 Express, and #10 at Lauzon Parkway		Yes	
Windsor Subdivision			
Route #6 at Dougall Avenue (CPR Windsor Yard Lead)		Yes	
Route #6 at Dougall Avenue (CPR tunnel access)		Yes	
Route #1A and #14 at Howard Avenue		Intermediate, due to the reduction in trains	
Route #6 at Walker Road		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	
Route #3 at E.C. Row North Service Road and Jefferson Boulevard		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	
CASO Subdivision			
Route #7 at Howard Avenue		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	
Route #8 at Walker Road		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	

Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
 Level 1 Increase = due to the addition of VIA trains
 Level 2 Increase = due to the addition of CN trains
 Level 3 Increase = due to the addition of VIA and CN trains
 A = Arterial Road, Class "A"
 C = Collector Road, Class "C"
 L = Local Road

Road Capacity and Traffic/Pedestrian Safety		Road Connection	
Existing Issues	Improvement?	Roads currently divided by rail track that may be suitable for connection (Preliminary Candidates)	Improvement?
Chatham Subdivision Visibility and traffic capacity concerns at the Wyandotte Street/Douglas Road grade-separated crossing Visibility concerns at the following at-grade crossings: George Avenue, Pillette Road, and Jefferson Boulevard Operational concerns at Barnwell Road Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings	Yes	Chatham Subdivision Elmore Avenue Arthur Road Westminster Boulevard Buckingham Drive Ford Boulevard	Yes
Windsor Subdivision Traffic capacity concerns on Tecumseh Road, Dougall Avenue, and McDougall Street due to at-grade crossings	Intermediate	Windsor Subdivision Munich Crescent/Lauzon Road	Maybe, depending on the alignment of the new Airport By-Pass
CASO Subdivision Visibility concerns at the College Avenue grade-separated crossing Pedestrian safety and traffic operation concerns at the Dougall Avenue grade-separated crossing	No	CASO Subdivision Maguire Street/Marenzeller Avenue	No
Safety, capacity, and operational concerns at the Howard Avenue, Cabana Road, and Walker Road at-grade crossings	No situation may deteriorate due to the addition of VIA, CPR, and ETR trains		

Transit Windsor		Improvement?	
Existing Service Disruptions			
Chatham Subdivision			
Route #4 at Pillette Road and Jefferson Boulevard		Yes	
Route #2, #2 Express, and #10 at Lauzon Parkway		Yes	
Windsor Subdivision			
Route #6 at Dougall Avenue (CPR Windsor Yard Lead)		Yes	
Route #6 at Dougall Avenue (CPR tunnel access)		Yes	
Route #1A and #14 at Howard Avenue		Intermediate, due to the reduction in trains	
Route #6 at Walker Road		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	
Route #3 at E.C. Row North Service Road and Jefferson Boulevard		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	
CASO Subdivision			
Route #7 at Howard Avenue		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	
Route #8 at Walker Road		No. There may be further disruptions due to the addition of VIA, CPR, and ETR trains	

Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
 Level 1 Increase = due to the addition of VIA trains
 Level 2 Increase = due to the addition of CN trains
 Level 3 Increase = due to the addition of VIA and CN trains
 A = Arterial Road, Class "A"
 C = Collector Road, Class "C"
 L = Local Road



Key Benefits / Impacts X Associated with Option L6

- Windsor Community**
Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridors
- Reconnects communities and enhances neighborhood ambience
- Opportunity to redevelop the abandoned railway corridors as multi-use trails (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
- Reduces noise, vibration, and improves air quality along the abandoned railway corridors
- A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
- Relocation of VACIS benefits the neighborhood abutting the current facility
- Opportunity for brownfield development the abandoned train yards (residential, commercial, business, institutional, mixed-use, etc.)
- Requires grade-separation of every existing crossings along this new railway corridor
- Increases noise, vibration, and reduces air quality along the impacted railway corridors

Track colour indicates ownership
 CSXT indicates use of track
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- Colour rail acronym indicates new running arrangement or running rights

Remove Pelton Spur
 Remove CASO Subdivision east of Pelton Spur
 Remove Windsor Subdivision west of CN Little Yard
 Remove CPR Windsor Yard and CN Van De Water Yard
 Remove Chatham Subdivision between Detroit River and Ringold

Construct a new VIA Station near Downtown Windsor
 Construct new CN/CPR airport by-pass and new train yards
 VIA, CN, AND CPR on CPR Windsor Subdivision between Windsor Airport and Chatham
 VIA, CN, ETR, AND CPR on CASO Subdivision between tunnel and new airport by-pass

Remove Pelton Spur
 Remove CASO Subdivision east of Pelton Spur
 Remove Windsor Subdivision west of CN Little Yard
 Remove CPR Windsor Yard and CN Van De Water Yard
 Remove Chatham Subdivision between Detroit River and Ringold

Construct a new VIA Station near Downtown Windsor
 Construct new CN/CPR airport by-pass and new train yards
 VIA, CN, AND CPR on CPR Windsor Subdivision between Windsor Airport and Chatham
 VIA, CN, ETR, AND CPR on CASO Subdivision between tunnel and new airport by-pass

KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Capacity and Traffic/Pedestrian Safety		Improvement?
At-Grade Railway Crossings	Existing Issues	
Riverside Drive East	Visibility and traffic capacity concerns at the Wyandotte Street/Douglas Road grade-separated crossing	Yes
Devonshire Road	Visibility concerns at the following at-grade crossings: George Avenue, Pillette Road, and Jefferson Boulevard	Yes
Walker Road	Operational concerns at Barnwell Road	No
George Avenue	Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings	No
Pillette Road		No
Jefferson Boulevard		No
Lauzon Parkway		No
Lauzon Road		No
Clover Avenue		No
Barnwell Road		No

Road Connection		Improvement?
Roads currently divided by rail track that may be suitable for connection (preliminary Candidates)		
Chatham Subdivision		Yes
Elfrise Avenue		Yes
Arthur Road		Yes
Westminster Boulevard		Yes
Buckingham Drive		Yes
Ford Boulevard		Yes
Windsor Subdivision		No
Munch Crescent/Lauzon Road		No
CASO Subdivision		No
Maguire Street/Marenelle Avenue		No

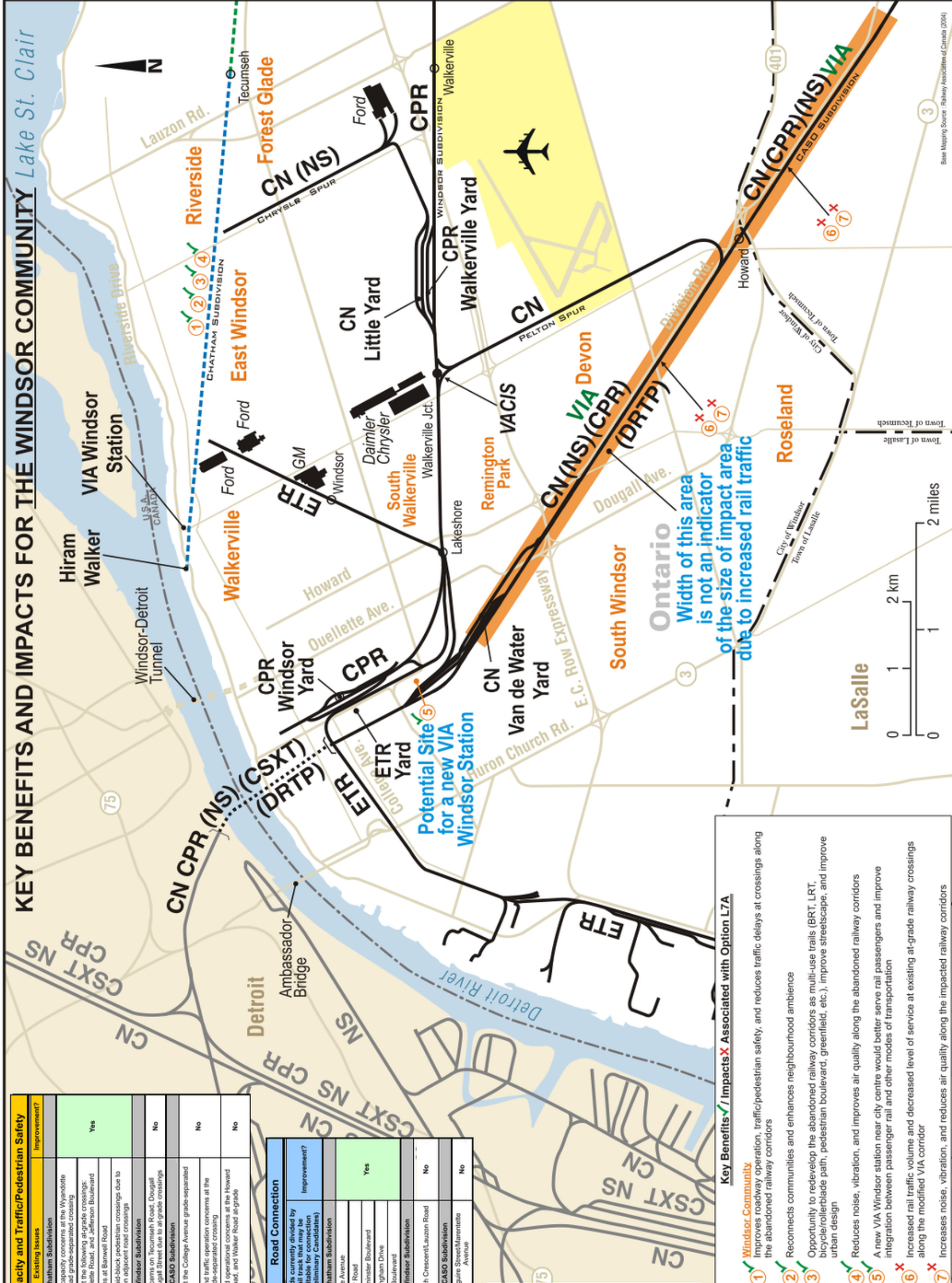
Road Delays Due to Railway Traffic		Road Delays
At-Grade Railway Crossings	Road Classification	
Riverside Drive East	Scenic Drive	Level 1 Increase
Devonshire Road	L	Level 1 Increase
Walker Road	A2	Level 1 Increase
George Avenue	C1	Level 1 Increase
Pillette Road	A2	Level 1 Increase
Jefferson Boulevard	A2	Level 1 Increase
Lauzon Parkway	A1	Level 1 Increase
Lauzon Road	A2	Level 1 Increase
Clover Avenue	C1	Level 1 Increase
Barnwell Road	A2	Level 1 Increase
Douglall Avenue	C1	Level 1 Increase
McDouglall Street	C1	Level 1 Increase
E.C. Row Avenue	C1	Level 1 Increase
Jefferson Boulevard	A2	Level 1 Increase
Barnwell Road	A2	Level 1 Increase

Level 1 Increase = due to the addition of VIA trains
 Level 2 Increase = due to the addition of CN trains
 Level 3 Increase = due to the addition of VIA and CN trains
 Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
 A = Arterial Road, Class "x"
 C = Collector Road, Class "x"
 L = Local Road

Transit Windsor		Improvement?
Existing Service Disruptions		
Chatham Subdivision		Intermediate
Route #4 at Pillette Road and Jefferson Boulevard		Yes
Route #2, #2 Express, and #10 at Lauzon Parkway		Yes
Windsor Subdivision		No
Route #6 at Douglall Avenue (CPR Windsor Yard Lead)		No
Route #6 at Douglall Avenue (CPR tunnel access)		No
Route #1A and #14 at Howard Avenue		No
Route #8 at Walker Road		No
Route #3 at E.C. Row North Service Road and Jefferson Boulevard		No
Route #7 at Howard Avenue		No
Route #6 at Walker Road		No

Key Benefits / Impacts X Associated with Option L7A	
1 Windsor Community	Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridors
2	Reconnects communities and enhances neighbourhood ambience
3	Opportunity to redevelop the abandoned railway corridors as multi-use trails (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
4	Reduces noise, vibration, and improves air quality along the abandoned railway corridors
5	A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
6	Increased rail traffic volume and decreased level of service at existing at-grade railway crossings along the modified VIA corridor
7	Increases noise, vibration, and reduces air quality along the impacted railway corridors

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COMMUNITY BASED STRATEGIC RAIL STUDY

2006-10-11

RAIL RATIONALIZATION ALTERNATIVES

OPTION L7A

- Remove Chatham Subdivision between Detroit River and Ringold
- Remove CASO Subdivision between Tilbury and Fargo
- Construct a new connector across Highway 401 near Tilbury
- Construct a new VIA Station near Downtown Windsor

EXHIBIT 4.8

KEY BENEFITS AND IMPACTS FOR THE WINDSOR COMMUNITY Lake St. Clair

Road Delays Due to Railway Traffic		Road Capacity and Traffic/Pedestrian Safety	
At-Grade Railway Crossings	Road Classification	Existing Issues	Improvement?
CN Chatham Subdivision			
Riverside Drive East	Scenic Drive	Visibility and traffic capacity concerns at the Wyandotte Street/Drouillard Road grade-separated crossing	Yes
Devonshire Road	L	Visibility concerns at the following at-grade crossings: George Avenue, Pilette Road, and Jefferson Boulevard	Yes
Walker Road	A2	Operational concerns at Binwell Road	Yes
George Avenue	C1	Illegal and unsafe mid-block pedestrian crossings due to the distance between adjacent road crossings	Yes
Pilette Road	A2	Windsor Subdivision	Intermediate, due to the reduction in rail traffic
Jefferson Boulevard	A2	Traffic capacity concerns on Tecumseh Road, Dougall Avenue, and McDougall Street due to at-grade crossings	Yes
Lauson Parkway	A1	CASO Subdivision	No
Lauson Road	A2	Visibility concerns at the College Avenue grade-separated crossing	No
Clover Avenue	C1	Pedestrian safety and traffic operation concerns at the Dougall Avenue grade-separated crossing	No
Binwell Road	A2	Safety, capacity, and operational concerns at the Howard Avenue, Cabana Road, and Walker Road at-grade crossings	No, situation would deteriorate significantly due to the addition of VIA, CPR, and ETR trains
CPR Windsor Subdivision			
Dougall Avenue	C1		Yes
McDougall Street	C1		Yes
E.C. Row Avenue	C1		Yes
Jefferson Boulevard	A2		Yes
Binwell Road	A2		Yes
CN Pelton Spur			
Foster Avenue	L		Unaffected
Airport Road	L		Unaffected
Division Road	A2		Unaffected
7th Concession Road	L		Unaffected
Provincial Road	A2		Unaffected
CNDRTCP CASO Subdivision			
Howard Avenue	A2		Level 4 Increase
Cabana Road East	A2		Level 4 Increase
6th Concession Road	C1		Level 4 Increase
Walker Road	A2		Level 4 Increase

Transit Windsor		Improvement?
Existing Service Disruptions		
Chatham Subdivision	Route #4 at Pilette Road and Jefferson Boulevard	Yes
	Route #2, #2 Express, and #10 at Lauson Parkway	Yes
Windsor Subdivision	Route #6 at Dougall Avenue (CPR Windsor Yard Lead)	Intermediate, due to the reduction in rail traffic
	Route #6 at Dougall Avenue (CPR tunnel access)	Intermediate, due to the reduction in rail traffic
	Route #1A and #14 at Howard Avenue	Intermediate, due to the reduction in rail traffic
	Route #9 at Walker Road	Intermediate, due to the reduction in rail traffic
	Route #3 at E.C. Row North Service Road and Jefferson Boulevard	Intermediate, due to the reduction in rail traffic
CASO Subdivision		
	Route #7 at Howard Avenue	No, There may be further disruptions due to the addition of VIA, CPR, and ETR trains
	Route #8 at Walker Road	No, There may be further disruptions due to the addition of VIA, CPR, and ETR trains

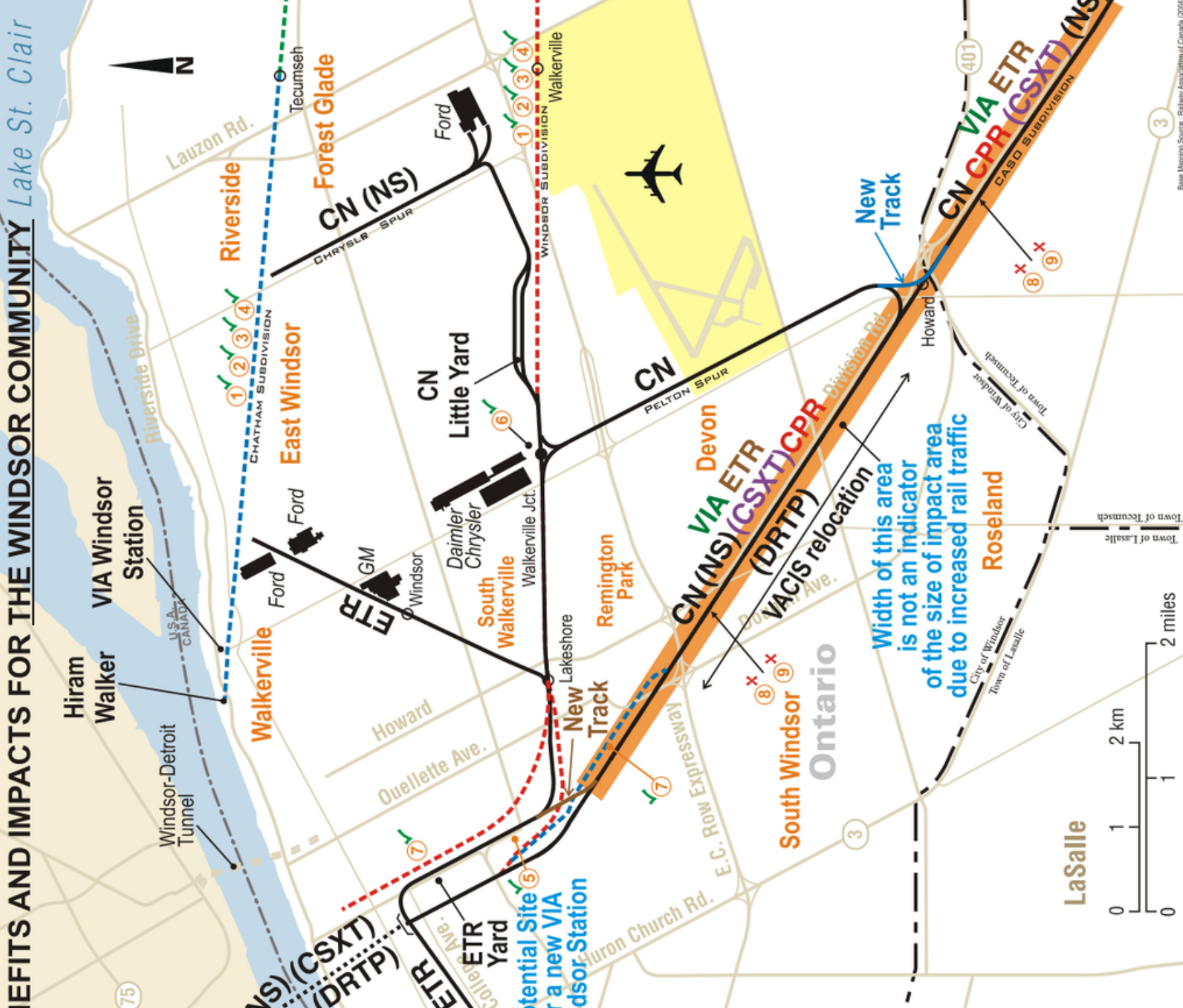
Level 1 Increase = due to the addition of VIA trains
 Level 2 Increase = due to the addition of CN trains
 Level 3 Increase = due to the addition of VIA and CN trains
 Level 4 Increase = due to the addition of VIA, CPR, and ETR trains
 A2 = Arterial Road, Class "x"
 Cx = Collector Road, Class "x"
 L = Local Road

Road Connection	
Roads currently divided by rail track that may be suitable for connection (Preliminary Candidates)	Improvement?
Chatham Subdivision	Yes
Etrouze Avenue	Yes
Arthur Road	Yes
Westminster Boulevard	Yes
Buckingham Drive	Yes
Ford Boulevard	Yes
Windsor Subdivision	Yes
Munch Crescent/Lauson Road	Yes
CASO Subdivision	No
Maguire Street/Marenelle Avenue	No

Key Benefits / Impacts X Associated with Option L7B	
1 Windsor Community	Improves roadway operation, traffic/pedestrian safety, and reduces traffic delays at crossings along the abandoned railway corridors
2	Reconnects communities and enhances neighbourhood ambience
3	Opportunity to redevelop the abandoned railway corridors as multi-use trails (BRT, LRT, bicycle/rollerblade path, pedestrian boulevard, greenfield, etc.), improve streetscape, and improve urban design
4	Reduces noise, vibration, and improves air quality along the abandoned railway corridors
5	A new VIA Windsor station near city centre would better serve rail passengers and improve integration between passenger rail and other modes of transportation
6	Relocation of VACIS benefits the neighbourhood abutting the current facility
7	Opportunity for brownfield development at the abandoned train yards (residential, commercial, business, institutional, mixed-use, etc.)
8	Requires grade-separation of every existing crossings along this new railway corridor
9	Increases noise, vibration, and reduces air quality along the impacted railway corridors

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Railways	
CN	CN Rail
CPR	Canadian Pacific Railway
CSXT	CSX Transportation Inc.
DRTCP	Detroit River Tunnel Partnership
ETR	Essex Terminal Railway Company
NS	Norfolk Southern Railway Company
VIA	VIA Rail Canada Inc.



Width of this area is not an indicator of the size of impact area due to increased rail traffic

VACIS relocation

South Windsor

Roseland

LaSalle

2 miles

2 km

0 1 2

0 1 2

Abandon CPR Windsor Yard, CPR Walkerville Yard, and CN Van de Water Yard

Remove CASO Subdivision between Tilbury & Fargo

Remove Windsor Subdivision between Walkerville Yard & Tilbury

Construct new CPR and CN train yards outside of Windsor, possibly between Oldcastle and Essex

Construct a new connector across Highway 401 near Tilbury

Construct a new connector between the ETR mainline and CASO Subdivision

Construct a new track connection between Pelton Spur and Southern CASO Subdivision

Construct new CPR and CN train yards outside of Windsor, possibly between Oldcastle and Essex

Base Mapping Source: Railway Association of Canada (2004)

EXHIBIT 4.9

RAIL RATIONALIZATION ALTERNATIVES

OPTION L7B

2006-10-11

COMMUNITY BASED STRATEGIC RAIL STUDY