

Clause 3 in Report No. 15 of Committee of the Whole was adopted, *as amended*, by the Council of The Regional Municipality of York at its meeting held on November 16, 2017.

3

Draft Metrolinx 2041 Regional Transportation Plan

1. Receipt of the presentation by Leslie Woo, Chief Planning Officer, Planning and Policy and Peter Paz, Manager of Regional Partnerships, Metrolinx.
2. Receipt of the presentation by Brian Titherington, Director, Transportation Infrastructure Planning, Transportation Services.
3. Receipt of the presentation by Samuel Zimmerman, Senior Urban Transit Specialist, World Bank.
4. *Receipt of the deputation by Fred Winegust, Resident of Thornhill, at the Committee of the Whole meeting on November 2, 2017 and the Regional Council meeting on November 16, 2017.*
5. *Receipt of the communication from Fred Winegust, Resident of Thornhill, dated November 8, 2017.*
6. *Receipt of the communication from Ricardo Mashregi, Chair, Grandview Residents Association, City of Markham and Pam Taraday-Levy, President, SpringFarm Ratepayer Association, City of Vaughan, dated November 8, 2017.*
7. Adoption of the following recommendations, *as amended*, contained in the report dated October 24, 2017 from the Commissioner of Transportation Services, the Commissioner of Corporate Services, the Chief Planner and the President of York Region Rapid Transit Corporation:
  1. Council endorse Metrolinx's draft 2041 Regional Transportation Plan subject to the following clarifications:
    - a) Delineation of the Downtown Relief Line into two phases on the maps (south of *TTC Line 2 (Danforth Avenue)* – phase 1, north of *TTC Line 2 (Danforth Avenue)* – phase 2).
    - b) Inclusion in the 2041 Frequent Rapid Transit Network of Bus Rapid Transit on Green Lane, and Major Mackenzie Drive East, *and a Concord GO station on the Barrie GO RER Line*, as per the York Region Transportation Master Plan.

## Draft Metrolinx 2041 Regional Transportation Plan

- c) *Confirmation that the conceptual new freight corridor depicted as part of the “In Delivery” Regional and Rail Rapid Transit Network will not increase freight rail traffic through York Region.*
        - d) *Council opposes any proposal which would have the effect of redirecting CP freight onto the CN line through York Region.*
2. Council affirm that the Yonge Subway Extension to Richmond Hill remains the number one rapid transit priority for York Region *and request setting a target date of no later than 2031 for the opening of the extension.*
3. Staff be directed to work closely with Metrolinx to advance the Region’s position with respect to development of the follow-on implementation and funding strategy.
4. This report be submitted to the Ministry of the Environment and Climate Change as York Region’s response to the Environmental Bill of Rights posting 013-1550 “A Call for Comments on the Draft 2041 Regional Transportation Plan”.
5. The Regional Clerk circulate this report to the local municipalities and Metrolinx.

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Report dated October 30, 2017 from the Commissioner of Transportation Services, the Commissioner of Corporate Services, the Chief Planner and the President of York Region Rapid Transit Corporation now follows:

### 1. Recommendations

It is recommended that:

1. Council endorse Metrolinx’s draft 2041 Regional Transportation Plan subject to the following clarifications:
  - a) Delineation of the Downtown Relief Line into two phases on the maps (south of Bloor Street – phase 1, north of Bloor Street – phase 2).
  - b) Inclusion in the 2041 Frequent Rapid Transit Network of Bus Rapid Transit on Green Lane, and Major Mackenzie Drive East as per the York Region Transportation Master Plan.

## Draft Metrolinx 2041 Regional Transportation Plan

- c) Confirmation that the conceptual new freight corridor depicted as part of the “In Delivery” Regional and Rail Rapid Transit Network will not increase freight rail traffic through York Region.
2. Council affirm that the Yonge Subway Extension to Richmond Hill remains the number one rapid transit priority for York Region.
3. Staff be directed to work closely with Metrolinx to advance the Region’s position with respect to development of the follow-on implementation and funding strategy.
4. This report be submitted to the Ministry of the Environment and Climate Change as York Region’s response to the Environmental Bill of Rights posting 013-1550 “A Call for Comments on the Draft 2041 Regional Transportation Plan”.
5. The Regional Clerk circulate this report to the local municipalities and Metrolinx.

## 2. Purpose

This report provides Council with a high level summary of the draft Metrolinx 2041 Regional Transportation Plan (Plan) recently released for public review, and next steps in the process.

## 3. Background

The 2041 Regional Transportation Plan is an update to Metrolinx’s first Regional Transportation Plan called “The Big Move”, released in 2008

Metrolinx is required to review the Regional Transportation Plan under the Metrolinx Act (2006) at least every 10 years, in alignment with Ontario’s Growth Plan for the Greater Golden Horseshoe. The draft 2041 Regional Transportation Plan was presented to the Metrolinx Board on September 14, 2017, and is available for public review through the fall of 2017.

The original 2008 Regional Transportation Plan was the catalyst for a more than 30 billion dollar investment in rapid transit in the GTHA. The 2008 Plan included improving and expanding transit by heavy rail, Light Rail Transit, Bus Rapid Transit (BRT) and subway.

## Draft Metrolinx 2041 Regional Transportation Plan

Within York Region, the fully-funded and under-construction or completed projects from the original 2008 Plan are also included in the draft 2041 Plan and shown as part of the Existing and “In Delivery” Rapid Transit Network, including:

- Highway 7 vivaNext rapidway (Yonge Street to Unionville GO Station)
- Davis Drive vivaNext rapidway (Yonge Street to Highway 404)
- Yonge North and Yonge South segments of the vivaNext rapidway in Newmarket and Richmond Hill
- Highway 7 West vivaNext rapidway
- Toronto-York Spadina Subway Extension
- GO Rail extension on the Richmond Hill line to Gormley Station
- GO Rail extension on the Richmond Hill line to Bloomington Station
- GO Rail service expansion on the Stouffville and Barrie Lines, including Regional Express Rail (RER) service to Unionville and Aurora GO Stations

The Existing and “In Delivery” Rapid Transit Network is shown on Attachments 1 and 2.

### 4. Analysis and Implications

The Vision and Goals of the draft 2041 Plan include aligning the transportation network with land use

The vision articulated in the draft 2041 Regional Transportation Plan includes:

*The GTHA urban region will have a transportation system that supports complete communities by firmly aligning the transportation network with land use. The system will provide travellers with convenient and reliable connections and support a high quality of life, a prosperous and competitive economy and a protected environment.*

Responding to this vision, the Plan adopts the following goals:

- **Strong Connections:** Connecting people to homes, jobs, community services, parks and open spaces, recreation and cultural activities

## Draft Metrolinx 2041 Regional Transportation Plan

- **Complete Travel Experiences:** Designing an easy, safe and comfortable travel experience that meets the diverse needs of travellers
- **Sustainable Communities:** Investing in the transportation system today and for future generations by supporting land use intensification, climate resiliency, and a low-carbon footprint

Key Strategies of the Plan align with York Region land use and transportation planning objectives

To achieve these goals, the Plan focuses on five strategies:

- Complete the delivery of current regional transit projects
- Connect more of the region with Frequent Rapid Transit
- Optimize the transportation system to make the best use of existing and future transit and transportation assets
- Integrate land use and transportation
- Prepare for the future

A summary of priority actions for each of the strategies is provided in Table 1.

**Table 1**  
**Strategy Priority Actions**

<p><b>Priority Actions for Strategy #1, Complete the Delivery of Current Regional Transit Projects</b></p> <ul style="list-style-type: none"><li>• Complete the projects “In Delivery” (Attachments 1 and 2)</li><li>• Complete the transit projects that are “In Development” (Attachments 3 and 4)</li><li>• Strengthen Union Station’s capacity as the centre of GO RER</li><li>• Coordinate with the Province’s High Speed Rail plan</li></ul>
<p><b>Priority Actions Strategy #2, Connect More of the Region with Frequent Rapid Transit</b></p> <ul style="list-style-type: none"><li>• Implement a comprehensive and integrated Frequent Rapid Transit Network by 2041 as shown on Attachments 5 and 6, including:<ul style="list-style-type: none"><li>○ 15-minute GO Regional Express Rail (RER) on the Lakeshore, Kitchener, Stouffville and Barrie Corridors, “In Delivery” for 2025</li><li>○ Additional 15-minute GO RER services beyond 2025</li><li>○ Complete all projects that are “In Delivery” and “In Development”</li></ul></li></ul>

## Draft Metrolinx 2041 Regional Transportation Plan

- Proposed new transit infrastructure to resolve key gaps
- Develop complementary bus services including a regional 24-Hour Bus Network and a regional Express Bus Network
- Improve access to airports, prioritizing transit for passengers and workers

### **Priority Actions for Strategy #3, Optimize the Transportation System**

- Advance the integration of services and fares
- Expand first and last mile choices for all transit stations
- Set consistent high-quality standards for the traveller experience
- Develop and implement a Mobility-as-a-Service strategy
- Place universal access at the centre of transportation planning and design
- Eliminate fatalities and serious injuries as part of a Regional “Vision Zero” program
- Make Transportation Demand Management a priority
- Expand the High Occupancy Vehicle (HOV) network (Attachments 7 and 8)
- Further integrate road and transit planning and operations
- Further define and support a Regional Goods Movement Network (Attachments 9 and 10)

### **Priority Actions for Strategy #4, Integrate Land Use and Transportation**

- Review the legislative and regulatory linkage between provincial and municipal planning to fully achieve the objectives of the Growth Plan and the 2041 Regional Transportation Plan
- Make transit project funding contingent on transit supportive planning by municipalities being in place
- Focus development on Mobility Hubs and Major Transit Station Areas
- Evaluate financial and policy-based incentives and disincentives to support transit oriented development
- Plan and design communities including development and redevelopment sites and public rights-of-way that support and promote a shift in travel behaviours
- Complete the regional commuter cycling network (Attachments 11 and 12)
- Embed Transportation Demand Management into land use planning

**Priority Actions for Strategy #5, Prepare for an Uncertain Future**

- Develop a regional framework for on-demand and shared mobility
- Develop a region-wide plan for autonomous mobility
- Coordinate across the region to address climate resiliency of the system
- Proactively prepare for a future with low-carbon mobility options
- Develop a regional transportation big data strategy
- Partner for innovation

The updated 2041 Rapid Transit Network reflects the Region's transit priorities as identified in the Transportation Master Plan

In addition to the "In Delivery" rapid transit projects, the draft 2041 Plan also includes a number of "In Development" projects, which are currently being planned but not yet funded for construction. Within York Region, the "In Development" projects include:

- Yonge Subway Extension
- Remaining segments of the Yonge and Highway 7 vivaNext rapidways

The 2041 Frequent Rapid Transit Network includes all of the proposed rapid transit projects not previously identified as "In Delivery" or "In Development". Within or bounding York Region, these projects include:

- Rapid transit on Jane Street, Major Mackenzie Drive and Leslie Street, consistent with the Region's Viva Network Expansion Plan
- Rapid transit on Steeles Avenue from the Spadina Subway to Milliken Station
- Frequent Regional Express Bus on Highways 407, 400, 404 and 427
- Additional 15-minute GO RER services on the Barrie line to the East Gwillimbury Station and on the Stouffville line to Mount Joy.
- Priority bus services on sections of Major Mackenzie, west of Jane Street and East of Leslie Street, on Yonge Street, north of Davis Drive, and on Green Lane from Yonge Street to the East Gwillimbury GO Station

Regional staff is supportive of the draft 2041 Regional Transportation Plan. The Plan will have a significant positive impact and showcases a transformative future for mobility in the GTHA.

## Draft Metrolinx 2041 Regional Transportation Plan

Council's stated number one rapid transit priority, the Yonge Subway Extension, is appropriately depicted in the draft 2041 Regional Transportation Plan

Staff is encouraged to see the Yonge Subway Extension and next phases of planned vivaNext rapidways included as key rapid transit projects to be completed as part of the 2041 transit network.

The Region's recently-completed Transportation Master Plan has reinforced the need for the Yonge Street Subway extension to the Richmond Hill/Langstaff Gateway Urban Growth Centre. This Urban Growth Centre is emerging as a major transportation hub that will see the intersection of five transit modes (Viva, YRT, GO, Yonge Subway and the future 407 Transitway). The extension of the Yonge Subway to the Urban Growth Centre is key to unlocking and supporting significant residential and employment growth and is anticipated to be the catalyst to accelerating development of the highest planned densities in York Region. The Yonge Subway Extension is required for the Region to meet Provincial Growth Plan population and employment forecasts.

While staff is supportive of the overall direction of the Plan, a few specific concerns were raised with Metrolinx

While the general direction of the plan aligns well with the Region's plans there are three areas of concern that should be highlighted for further discussion including the depiction of the Downtown Relief Line (Relief Line), the potential for increased freight rail traffic through the Region, and BRT status for future transit on Green Lane and Major Mackenzie Drive East. These areas of concern are discussed in more detail below.

The Relief Line should be shown with two phases consistent with the project progress for the portions to the north and south of Bloor Street

In the Plan, the Downtown Relief Line is depicted as a single project from Sheppard to Downtown Toronto. Staff has asked that the Relief Line be shown in two phases on the maps (phase 1 – south of Bloor Street, and phase 2 – north of Bloor Street). This direction is consistent with past discussions on this issue between York Region, the City of Toronto and Metrolinx. This is also consistent with project progress, with the Relief Line South advancing to the engineering and design phase, and the Relief Line North in the earlier planning and business case development phase.



## Draft Metrolinx 2041 Regional Transportation Plan

Council is strongly opposed to any proposed infrastructure which could increase freight rail traffic through the Region

The second concern relates to ensuring that the Plan does not identify any projects that could result in increased freight rail movements through York Region. As part of the “In Delivery” Regional Rail and Rapid Transit Network, there is a conceptual new freight corridor shown. This new freight corridor is being studied as it could free up rail capacity for more GO service along the Kitchener GO Rail Corridor by shifting CN freight traffic from the section of the Kitchener line that it owns between Georgetown and Bramalea. This is consistent with the planned expansion of two-way all-day GO Rail service on the Kitchener line as part of the RER plan.

The Metrolinx-proposed new freight corridor is more clearly shown in the context of the existing rail corridor ownership on Attachment 13. In recent discussions, Metrolinx staff has indicated the potential new freight corridor will not increase freight rail traffic through York Region as this potential freight corridor will only provide a more direct routing for CN freight traffic already bound to and from the CN-York mainline.

The new freight corridor proposed in the Metrolinx Plan differs from the proposal to free up rail capacity along the Milton Rail Corridor which would require rerouting CP freight traffic and significantly increasing freight traffic through York Region. This idea was presented in an earlier August 2015 feasibility study commissioned by the Cities of Cambridge, Mississauga, Toronto and Town of Milton. The details of freeing up capacity on the Milton Rail Corridor were presented to Council in [January 2016](#).

In discussions held earlier this year, senior CN staff indicated to senior Regional representatives that CN was also opposed to any connection between the CP/Milton rail line and the CN-York mainline.

Staff will continue to monitor rail link planning in the GTA and report to Council if any plans result in significant additional freight rail movements through York Region.

## Draft Metrolinx 2041 Regional Transportation Plan

Future transit identified on Green Lane and Major Mackenzie Drive East should be consistent with the Transportation Master Plan

The Region's planned BRT corridor on Yonge Street north of Davis Drive, and across Green Lane, is shown in the Plan as a priority bus corridor. This is also the case for the Region's planned BRT corridor on Major Mackenzie Drive East, from Leslie Street to Donald Cousens Parkway. Staff has asked Metrolinx to revise the Plan to reflect BRT for these corridors, consistent with the Region's Transportation Master Plan.

The draft Plan is now available for public and agency consultation

Over the past two years, York Region staff has been actively involved in the development of the 2041 Regional Transportation Plan. Staff appreciates the time and effort Metrolinx has put into engaging municipal stakeholders and others throughout the process.

The draft Plan has been posted online for review and comment by November 17, 2017. The public will also be able to provide feedback at one of six regional roundtables being held in each region in the GTHA.

Metrolinx will also be engaging with municipalities through the following:

- Municipal Planning Leaders Forum
- RTP Technical Advisory Committee
- Regional municipal meetings
- Metrolinx Transportation Symposium
- Mayor, Regional Council and Chief Administrative Officer Outreach
- Targeted outreach to elected officials

Following completion of the Plan, Metrolinx will develop an implementation and funding strategy

The draft 2041 Regional Transportation Plan is available for public review through the fall of 2017, with final results scheduled to be presented to the Metrolinx Board on December 7, 2017.

## Draft Metrolinx 2041 Regional Transportation Plan

Metrolinx will be developing a detailed implementation and funding strategy in 2018/2019 following completion of the 2041 Regional Transportation Plan. Staff has requested to continue to be consulted during any follow-on work.

### 5. Financial Considerations

The Province has already committed more than \$30 billion for regional transit projects in the Greater Toronto and Hamilton Area that are either complete or “In Delivery”. The draft Plan contains dozens of new transit projects with a preliminary capital cost estimate of \$45 billion over 25 years. This \$45 billion is in addition to the \$30 billion that has already been committed.

The \$45 billion capital cost estimate includes:

- Projects “In Development” that are currently in the planning and design stage (estimated at \$20 billion), including the Yonge Subway Extension, the Relief Line and the remaining unfunded segments of the Highway 7 and Yonge Street vivaNext rapidways.
- Investments in new rapid transit projects (estimated at \$23 billion), including the dedicated rapidways on Jane Street, Major Mackenzie Drive and Leslie Street representing corridors identified in the Region’s Viva Network Expansion Plan.
- Other infrastructure such as walking and cycling infrastructure including transit station access (estimated at \$2 billion).

In addition to the capital costs, implementation will also require operating funding for transit services. The preliminary net operating funding requirement for the Plan, above what is needed to operate existing services and the “In Delivery” projects, is estimated to be approximately \$1 billion annually. This represents operating and routine maintenance costs, but not full life-cycle costs.

Staff is working to ensure a ready position when funding and implementation plans are released from Metrolinx.

### 6. Local Municipal Impact

The draft 2041 Regional Transportation Plan calls for continued investment in rapid transit within York Region and throughout the GTHA. The updated Regional Transportation Plan aligns with land use and transportation planning objectives in York Region, and is critical to sustainable growth. The 2041 Regional Transportation Plan will have significant benefits to local municipalities through new policies, programs, services and infrastructure.

## 7. Conclusion

Metrolinx's draft 2041 Regional Transportation Plan is a significant leap forward for mobility planning within the GTHA.

York Region staff has been actively involved throughout the development of the Plan, and look forward to continuing to be involved during development of the detailed implementation and funding strategy. The Senior Management Group has reviewed this report.

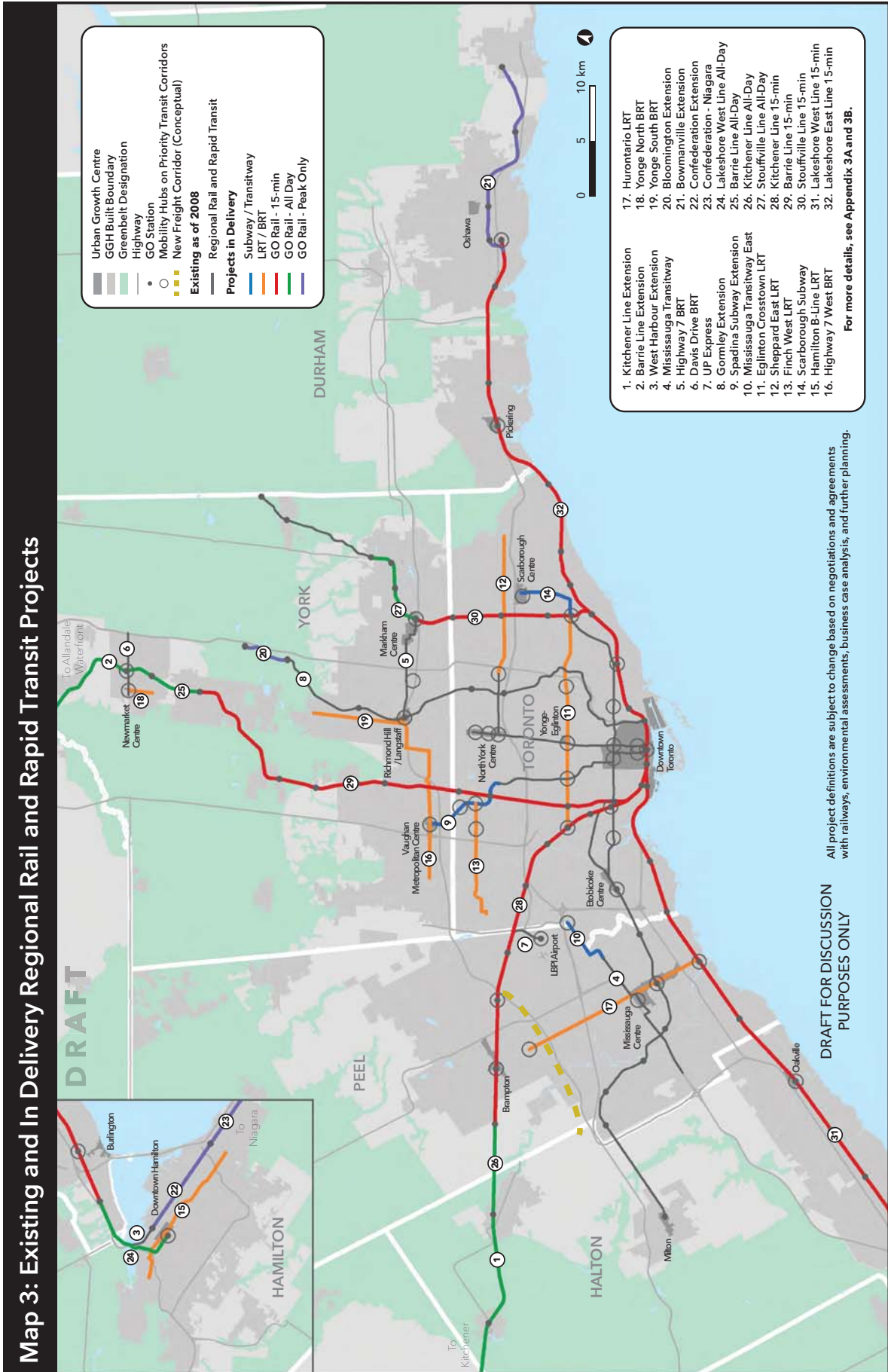
October 30, 2017

Attachments (13)

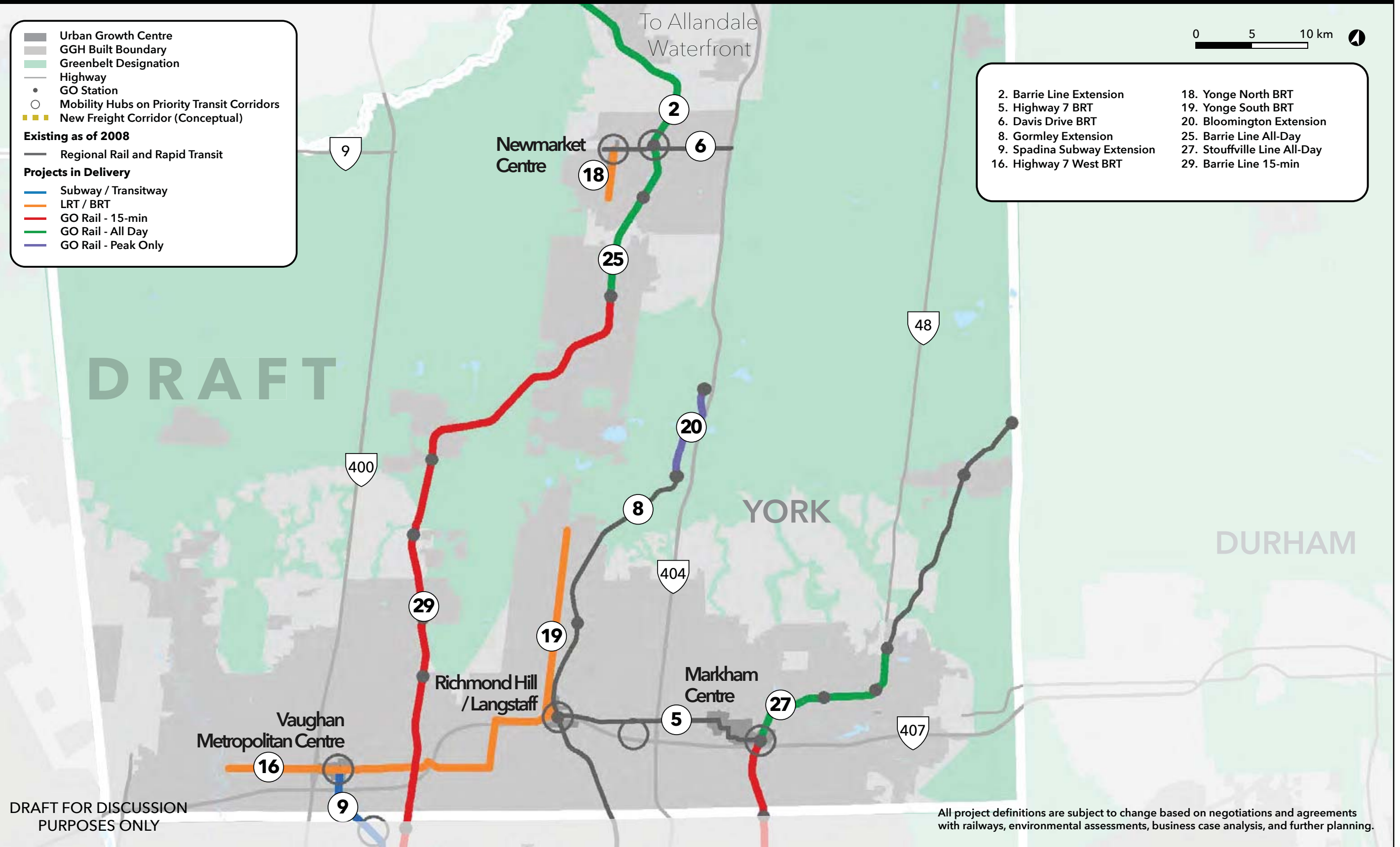
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Accessible formats or communication supports are available upon request

Existing and In Delivery Regional Rail and Rapid Transit Network - DRAFT

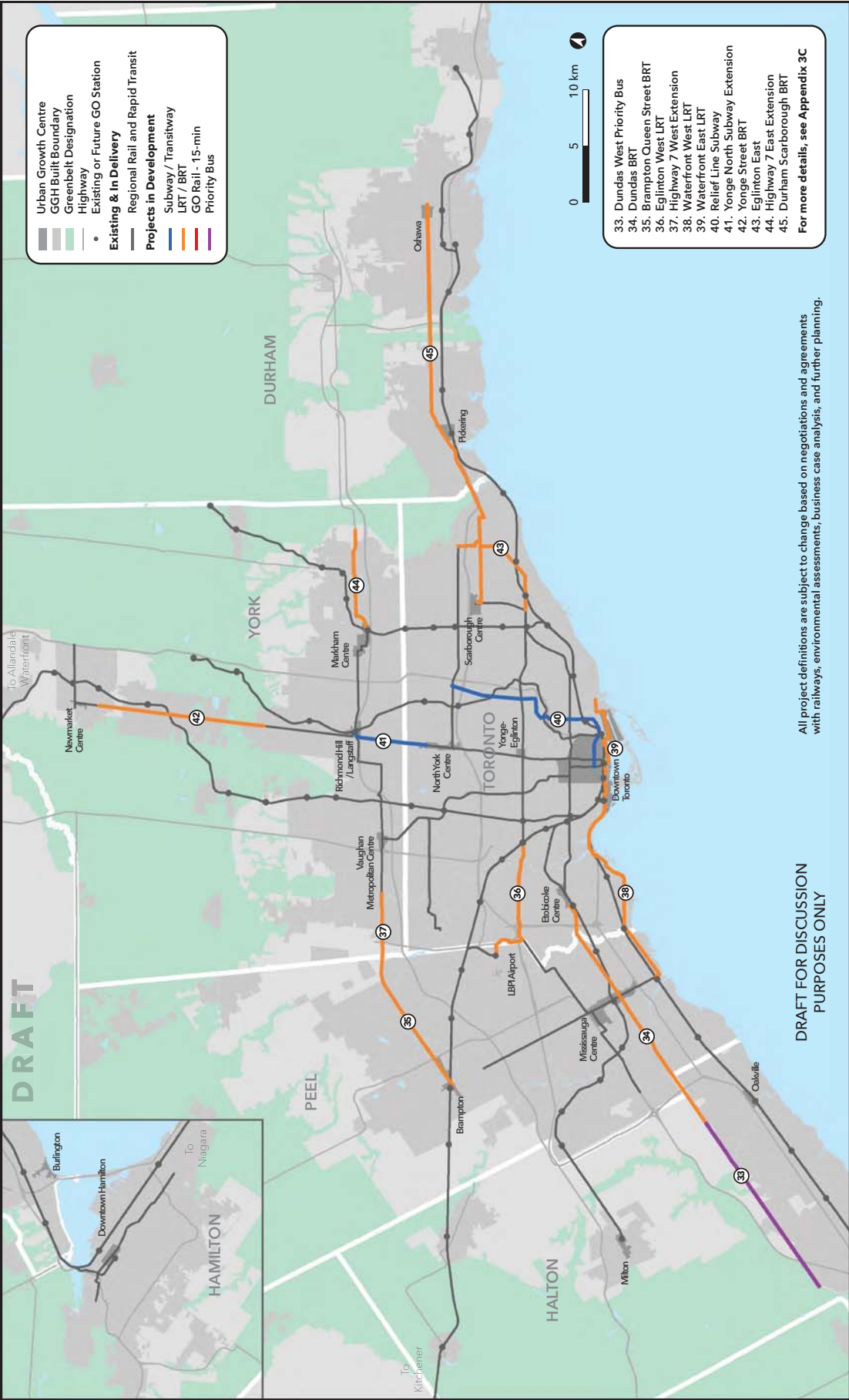


### Map 3: Existing and In Delivery Regional Rail and Rapid Transit Projects



Rapid Transit Projects In Development - DRAFT

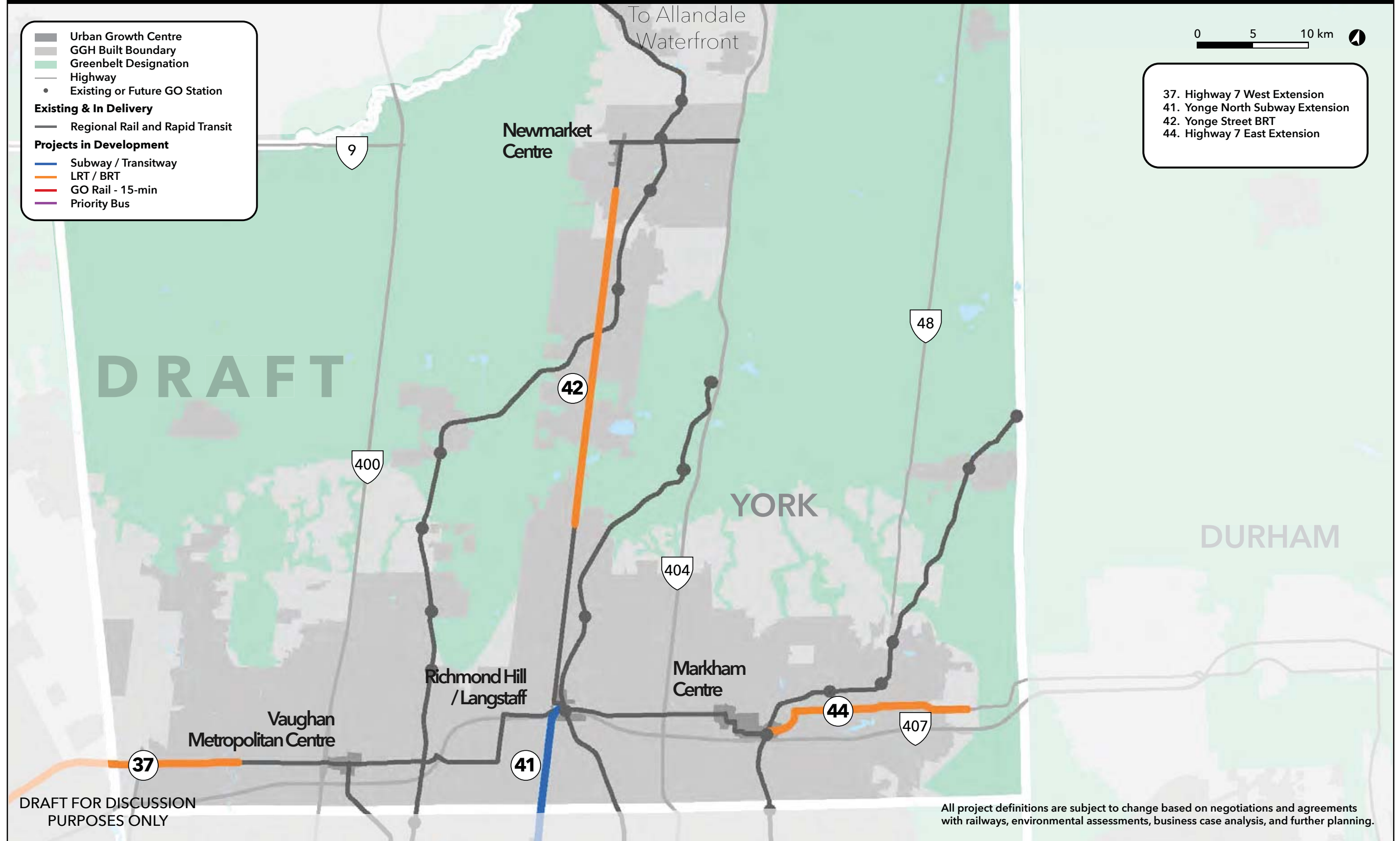
Map 4: Rapid Transit Projects In Development



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All project definitions are subject to change based on negotiations and agreements with railways, environmental assessments, business case analysis, and further planning.

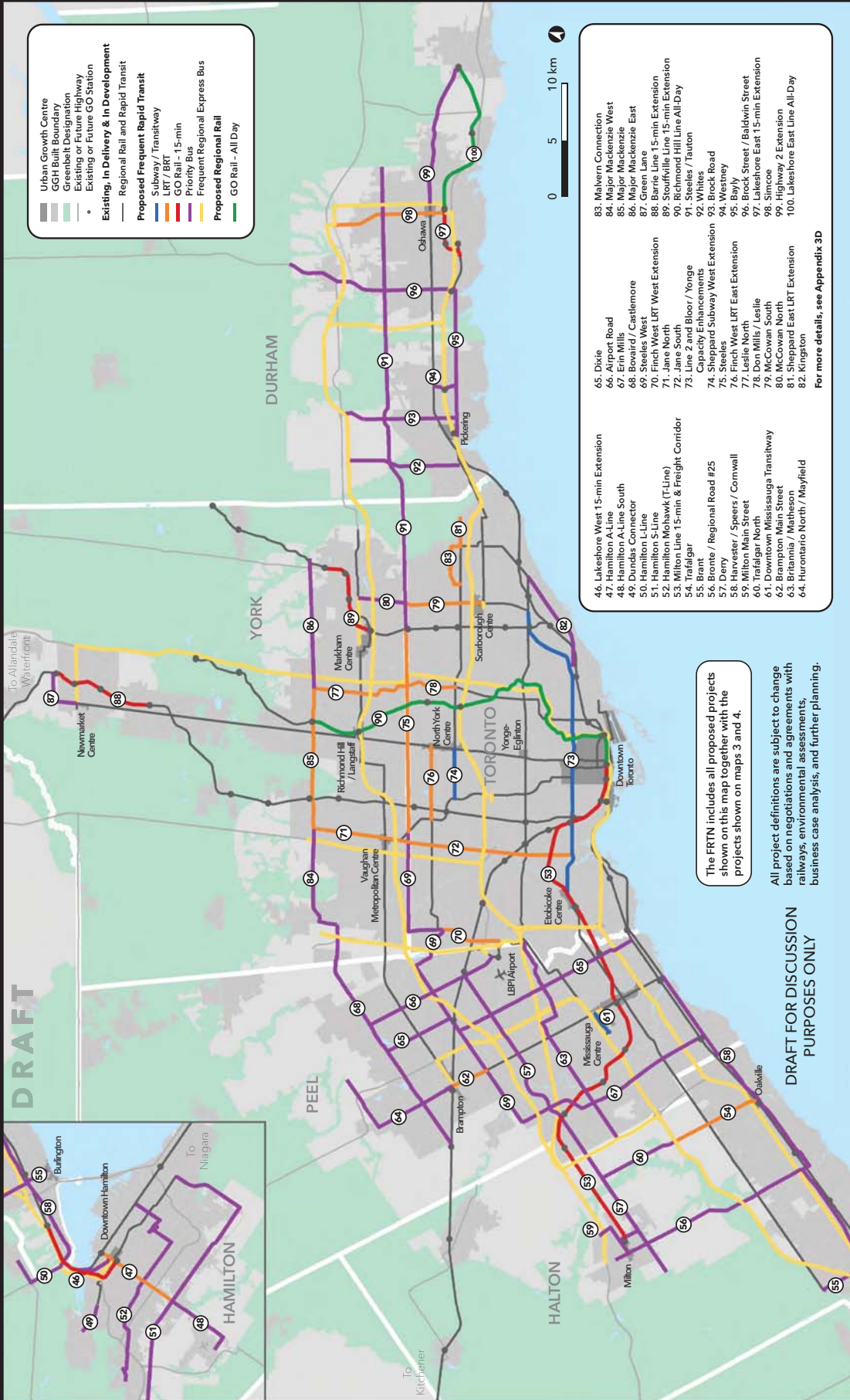
# Map 4: Rapid Transit Projects In Development



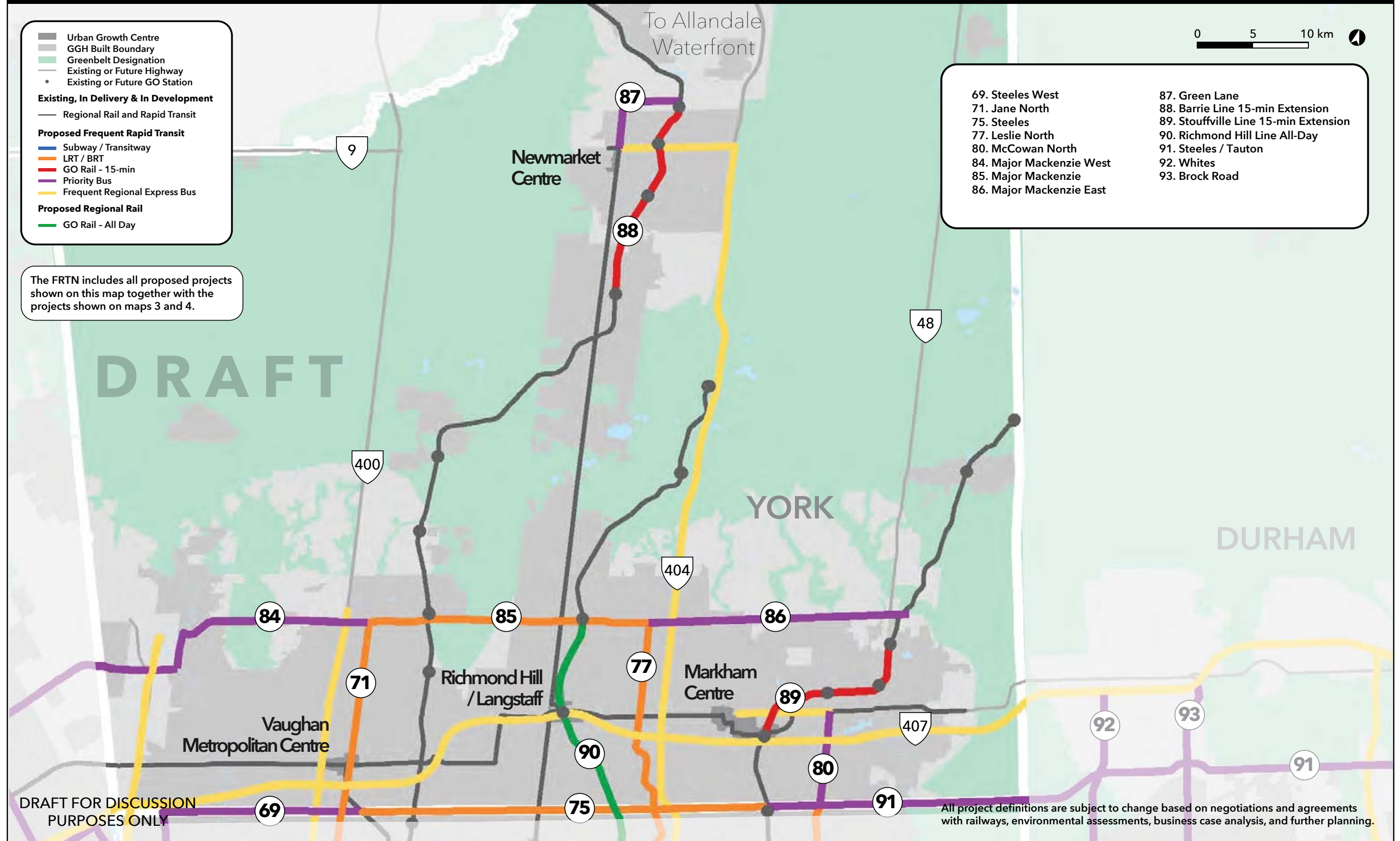


Detailed Proposed 2041 Frequent Rapid Transit Network - DRAFT

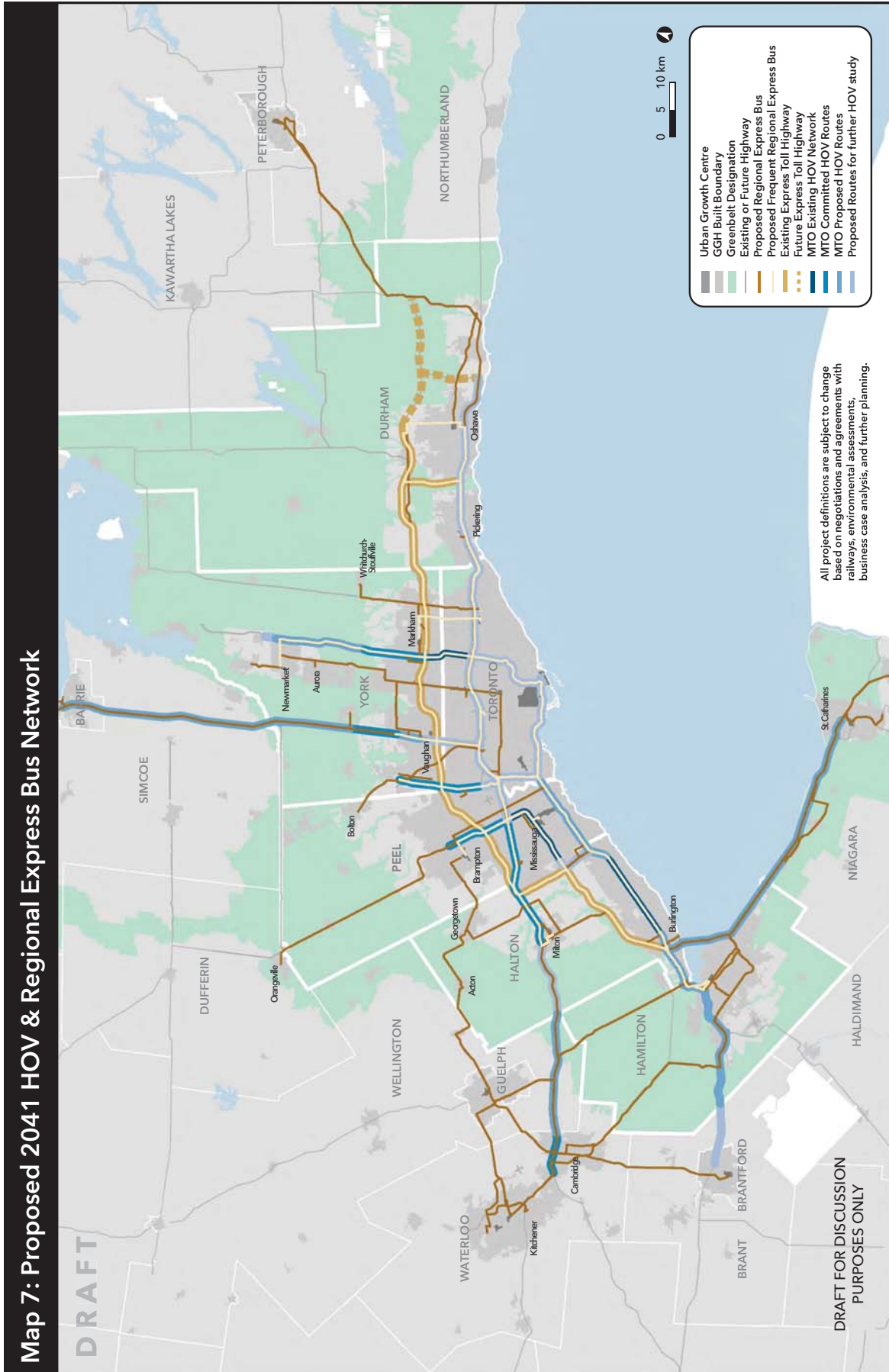
Map 6: Detailed Proposed 2041 Frequent Rapid Transit Network



# Map 6: Detailed Proposed 2041 Frequent Rapid Transit Network



# Proposed 2041 HOV & Regional Express Bus Network - DRAFT

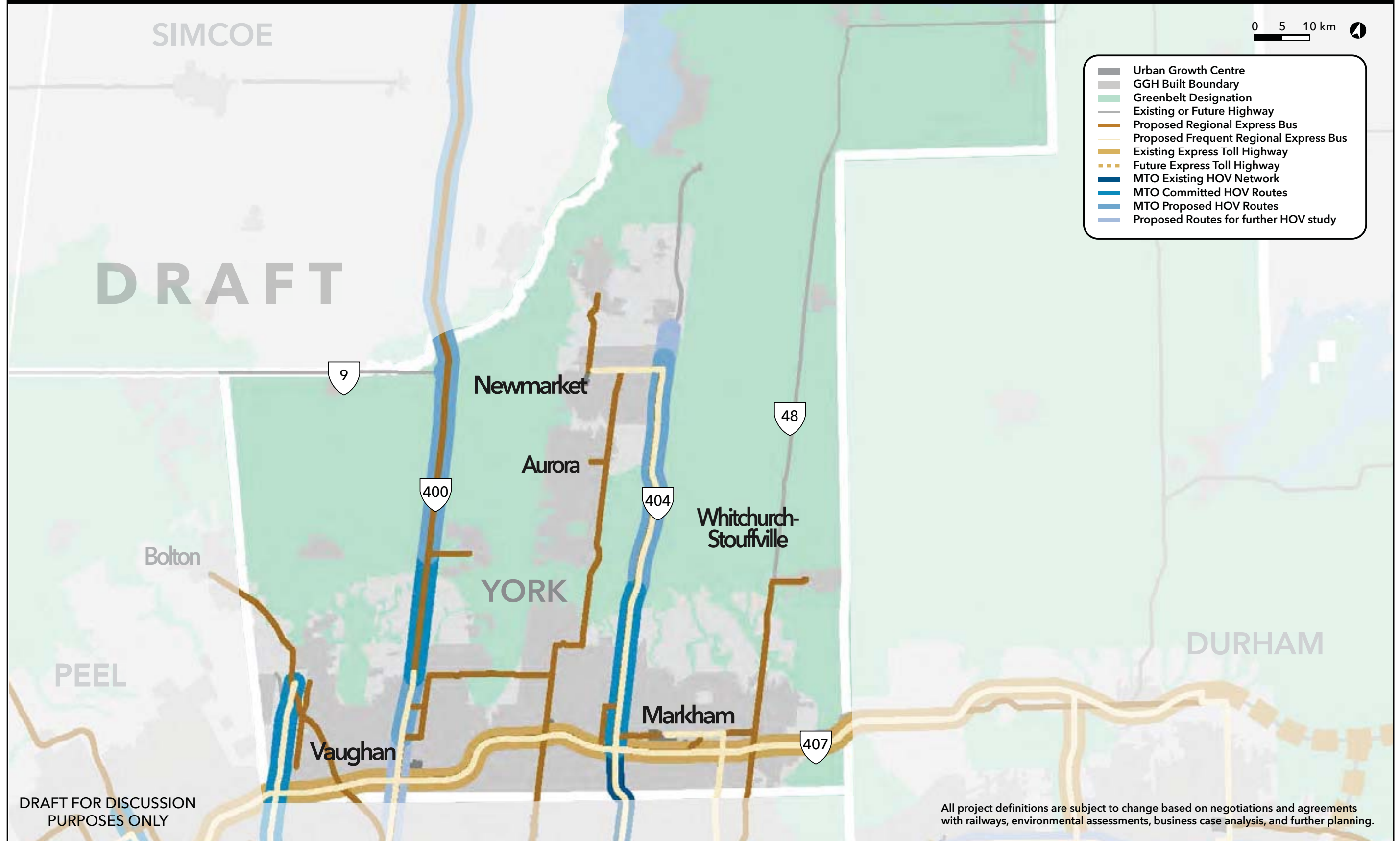


Map 7: Proposed 2041 HOV & Regional Express Bus Network

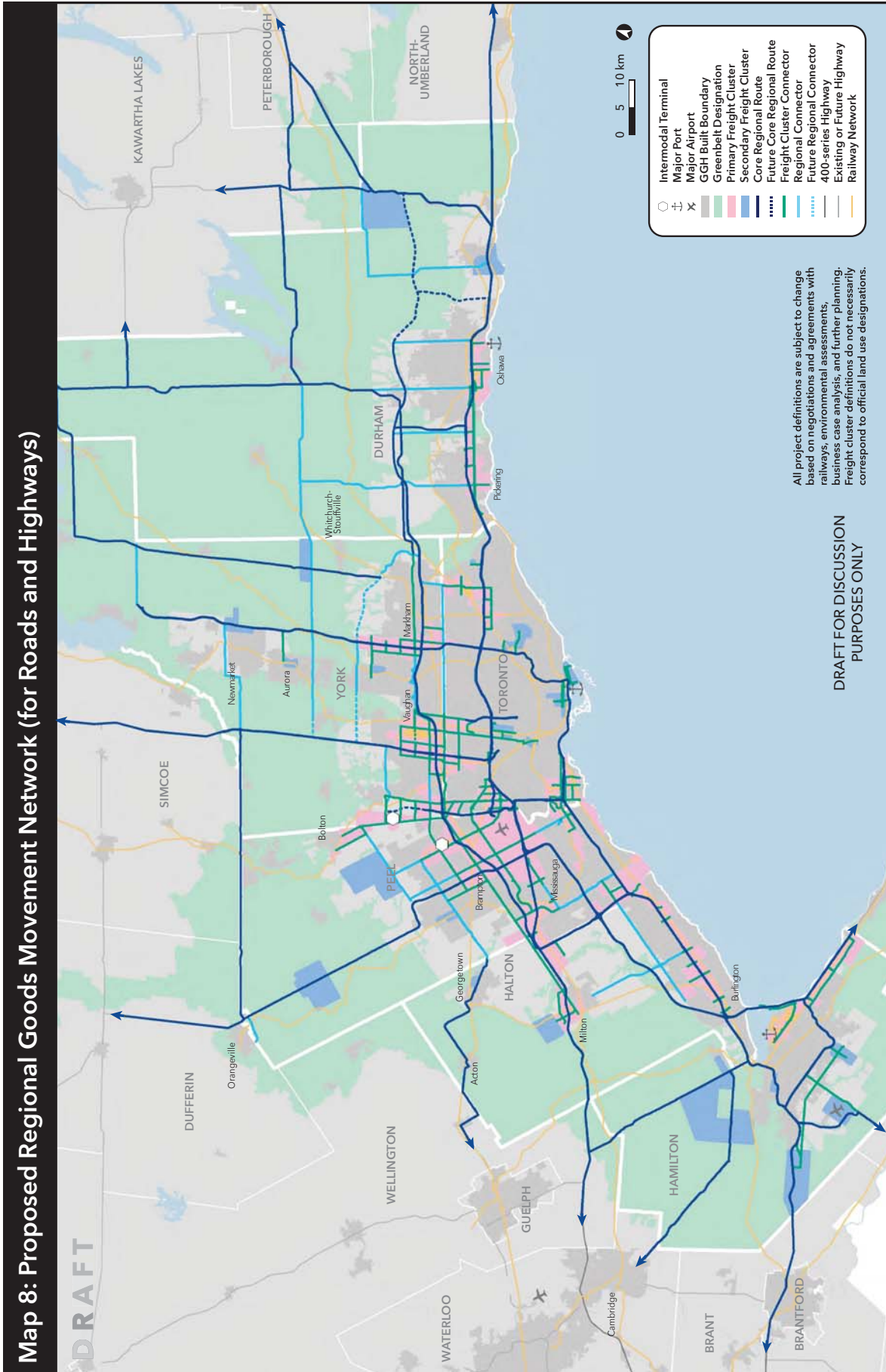
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PURPOSES ONLY

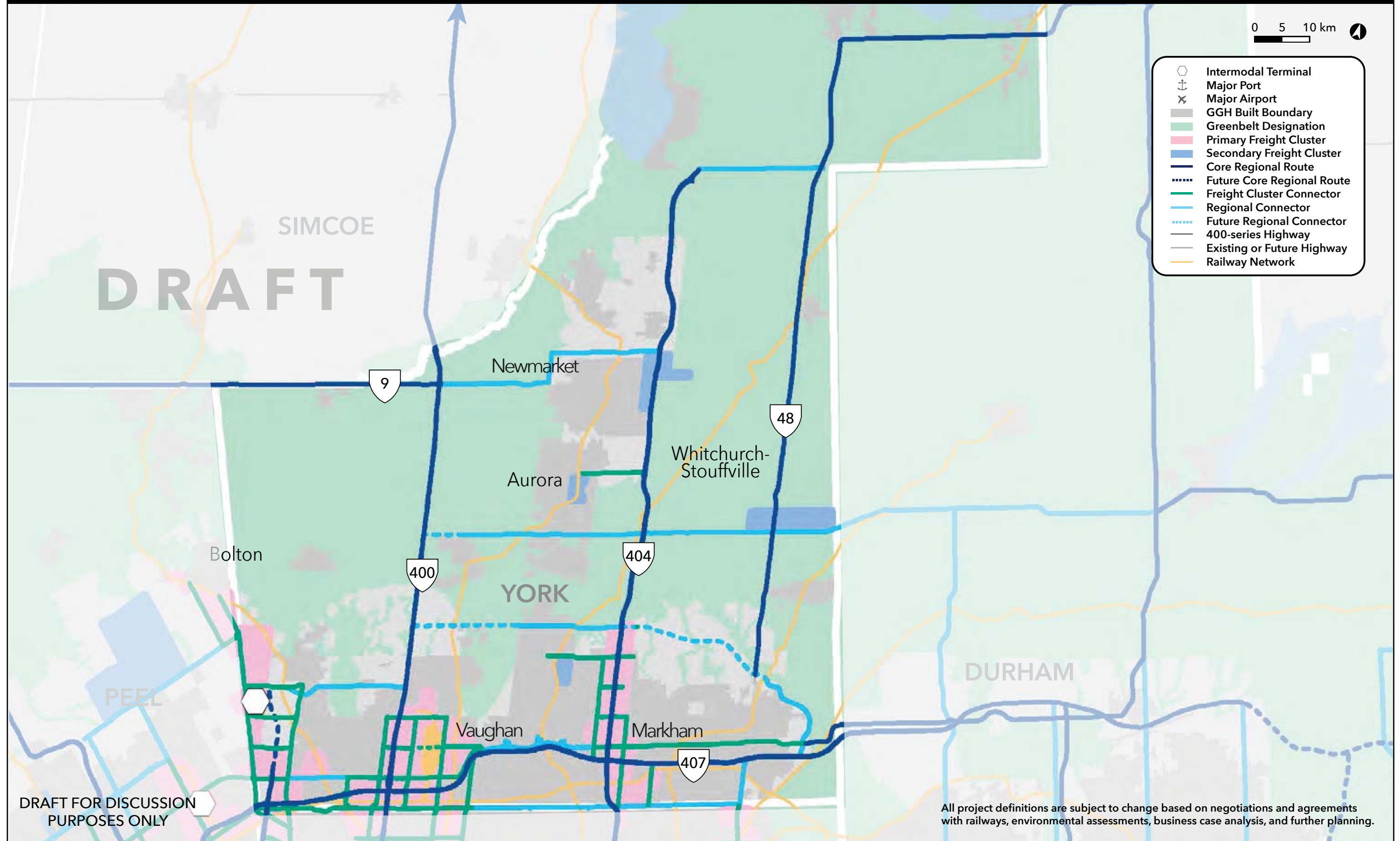
### Map 7: Proposed 2041 HOV & Regional Express Bus Network



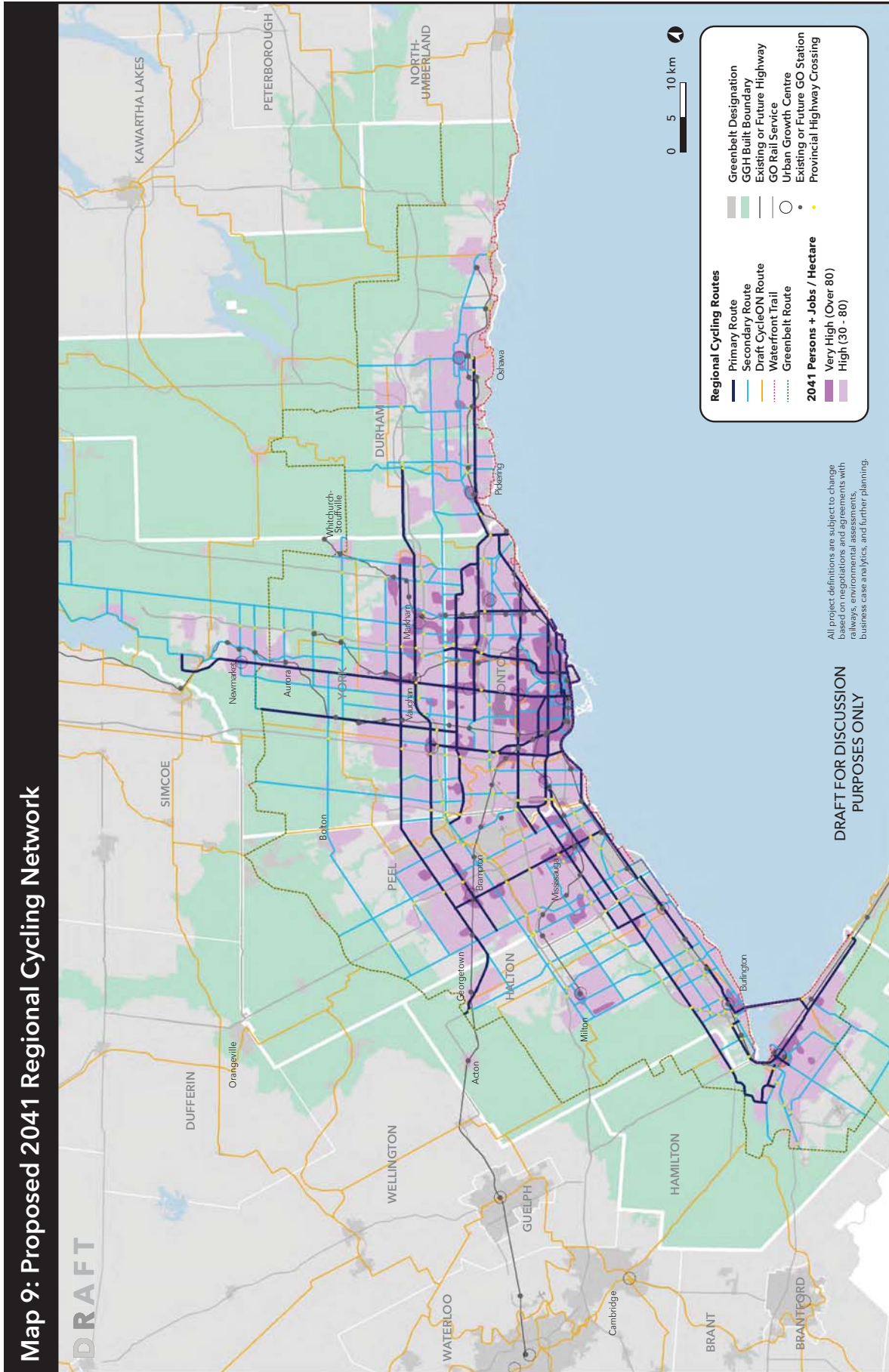
Proposed 2041 Regional Roads-based Goods Movement Network - DRAFT



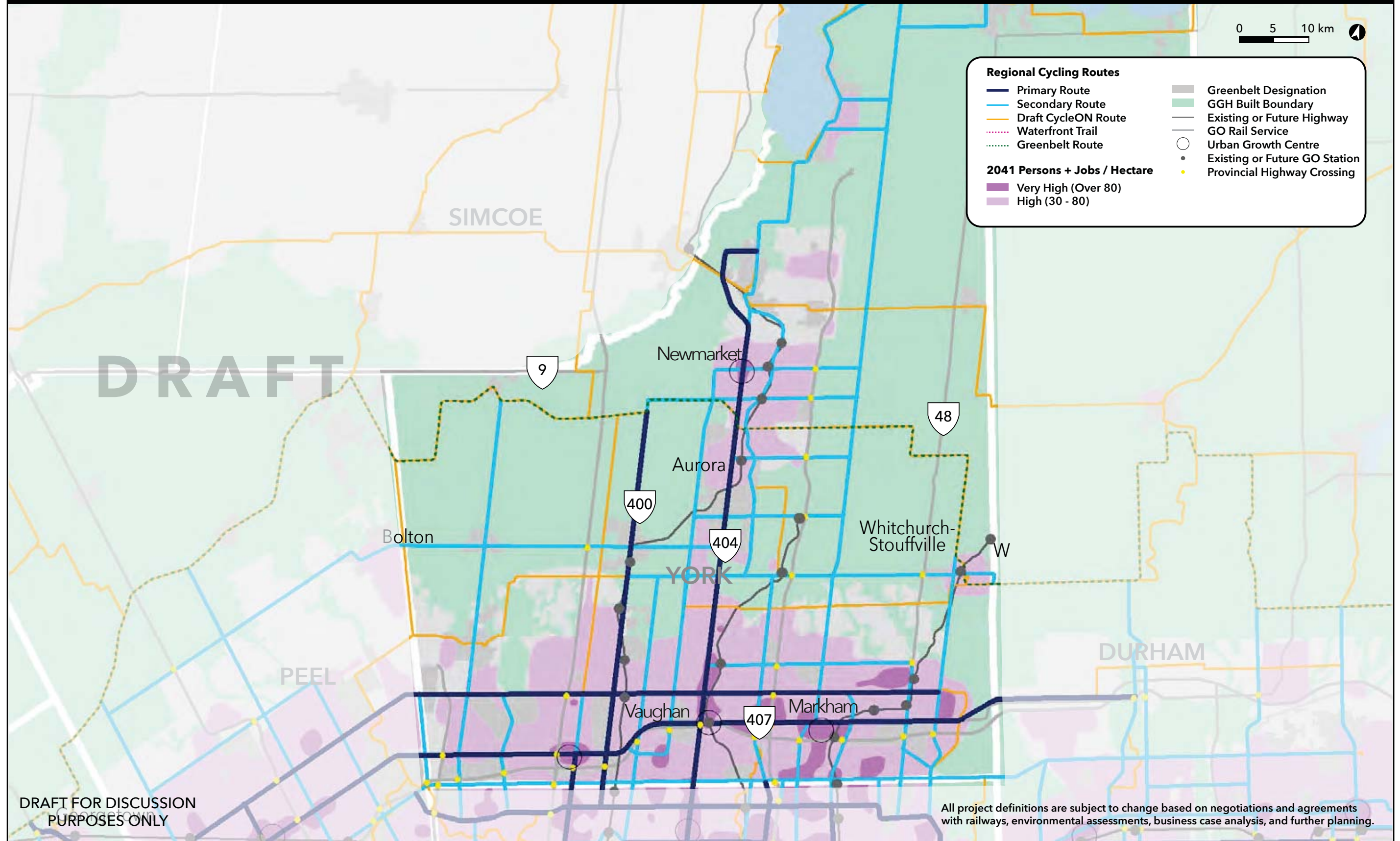
# Map 8: Proposed Regional Goods Movement Network (for Roads and Highways)



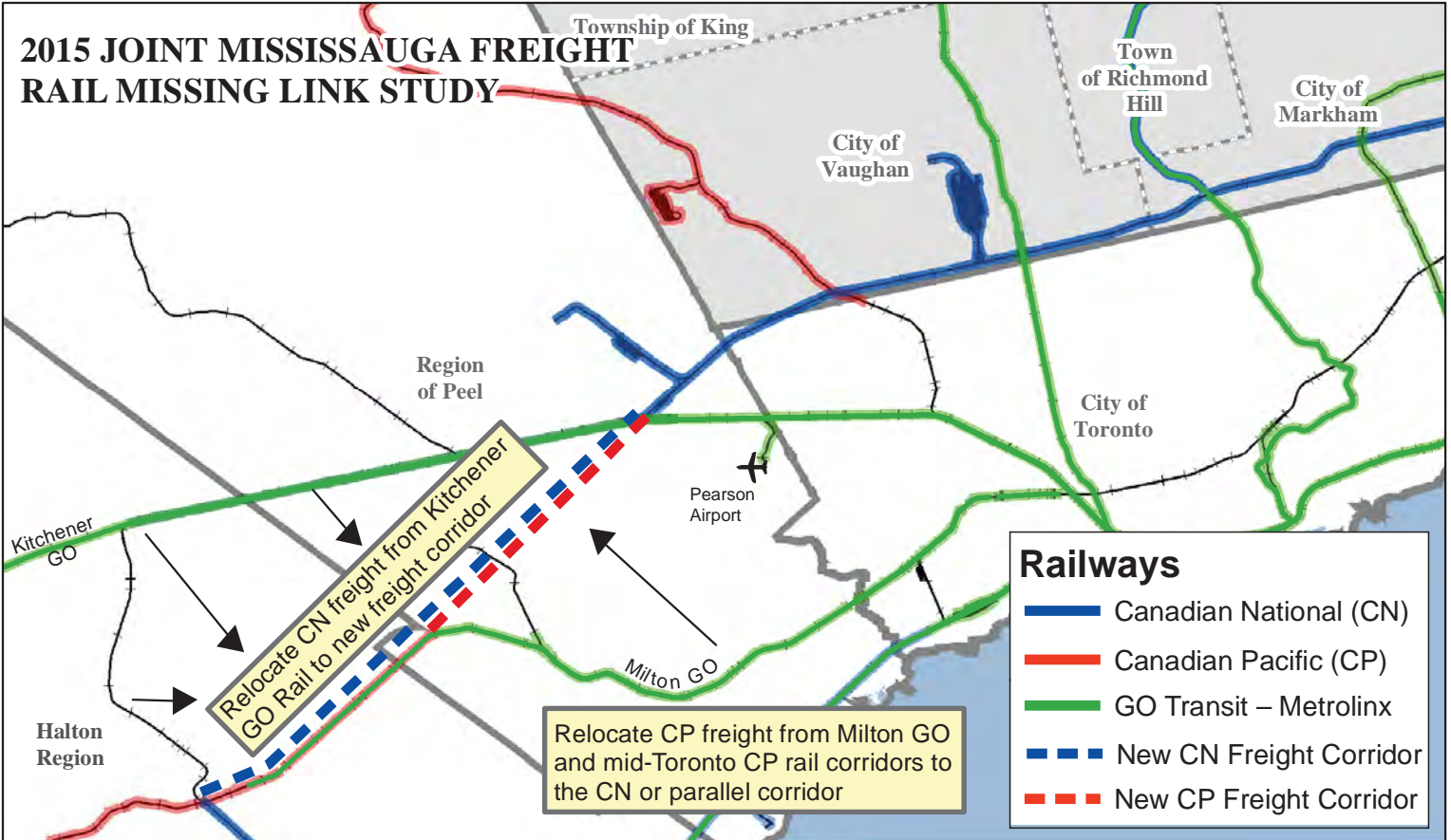
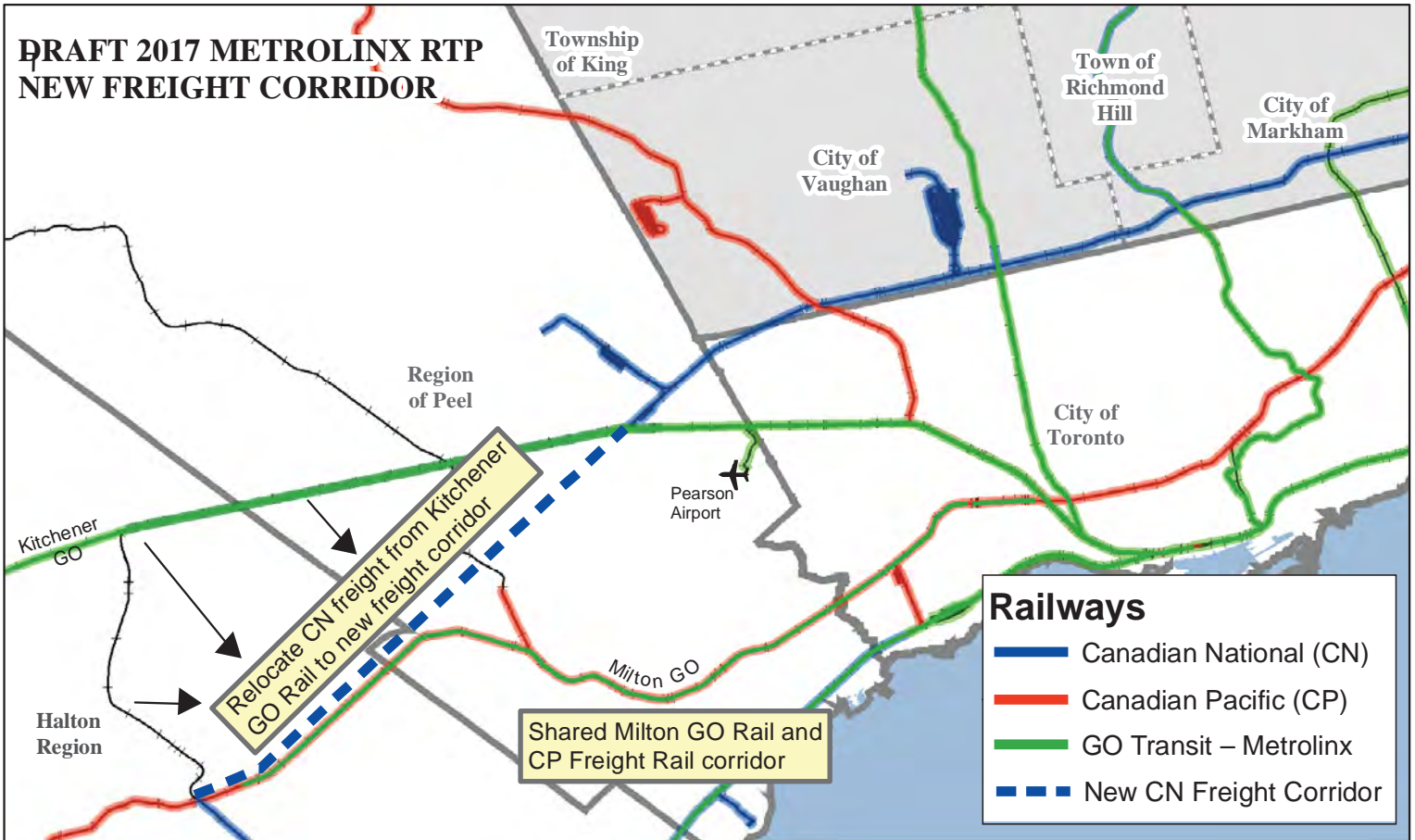
Proposed 2041 Regional Cycling Network - DRAFT



# Map 9: Proposed 2041 Regional Cycling Network







**From:** Fred Winegust

**Sent:** Wednesday, November 08, 2017 2:29 PM

**To:** Regional Clerk; Regional Clerk

**Cc:** Titherington, Brian

**Subject:** Fred Winegust Deputation on E2.1 - Backup to Verbal Comments to Committee of the Whole, November 2, 2017

Regional Clerk Raynor

Attached is a 3 page document which provides background to the verbal comments I made during a deputation to the York Region Council - Committee of the Whole on November 2, 2017.

I was commenting on E2.1 - Draft Metrolinx 2041 Regional Transportation Plan.

Can you please confirm that this communication will be part of the package for the upcoming November 16, 2017 Regional Council meeting. I understand that York Region Council is expected to pass a motion to confirm the recommendations made in the staff report at that Council meeting.

Please note, in the resolution that passed on November 2, specific to the relief line;

My understanding is that the line runs from Danforth and Pape down to Queen & Yonge in phase 1, and from Danforth and Pape to Sheppard and Don Mills in Phase 2. The resolution mentions Bloor. Bloor ends at the Bloor Viaduct and continues as Danforth from that point eastwards.

Please amend as you see appropriate.

With Respect

--

Fred Winegust  
Thornhill, Ontario

To: York Region Council

Re: E2.1 – Draft Metrolinx 2041 Regional Transportation Plan

Subject: Background – Fred Winegust Deputation to Committee of the Whole – November 2, 2017

My name is Fred Winegust and I am currently the President of the Spring Farm Ratepayers Association (SFRA), which represents an area in South Central York Region area of the City of Vaughan, bounded by Yonge, Steeles, Bathurst and Centre Street.

Today I appear before York Region Council – Committee of the Whole (**CW**), not as the President of the SFRA, but as a private citizen who has lived for over 30 years in York region, and raised my family there.

I would like to thank York Region staff for the excellent work that went behind report E2.1 – Draft Metrolinx 2041 Regional Transportation Plan. (Draft 2041 RTP)

I would like to add my personal support for a number of recommendations made by staff in their report;

Specific to the Yonge Street Subway Extension;

- Affirming that the Yonge Street Subway Extension to Richmond Hill remains that number one rapid transit priority for York Region
- A request to delineate the Downtown Relief Line into two phases on the maps (south of Danforth Avenue – phase 1, north of Danforth Avenue – phase 2).

Specific to the Regional Express Rail proposal (2-way, All Day, 15-minute service)

- A request to confirm that the conceptual new freight corridor depicted as part of the “In Delivery” Regional and Rail Rapid Transit Network will not increase freight rail traffic through York Region.

I would like to provide background on the two additional recommendations I made during my verbal deputation at the November 2, 2017 **CW** meeting. I request that you consider these as you finalize the resolution on York Region’s position on the Metrolinx Draft 2041 Regional Transportation Plan. I am expecting that resolution will pass at the November 16, 2017 Regional Council meeting.

**1. YRT-TTC Fare Integration – Starting with a Pilot**

Metrolinx is pursuing a long-term goal of “Fare-by-Distance” and has confirmed that it will take a long time for that to be a reality.

In the short term, TTC-GO Transit announced an agreement in October 2017. Once implemented in 2018, the agreement would see a \$1.50 taken off the overall cost of the integrated trip. The GO fare is discounted if the ride begins with the TTC, and the TTC fare is discounted if the ride begins on GO transit. This provincial, local transit co-fare arrangement already exists with 12 other transit agencies in the province, with the province reimbursing the transit agency for the discount.

In the near term, the opening of the Spadina Line into York Region, extends the Steeles “Double Fare Wall” between the YRT and TTC into the City of Vaughan.

During the discussion at the CW after Chief Planning Officer for Metrolinx, Leslie Woo’s presentation, the idea for a pilot project for a modified Fare-by-Distance was raised.

I would submit for purposes of the pilot, that the same arrangement currently in place between Metrolinx and TTC, be replicated for any YRT transit service that connects with the TTC at a subway station or intersects a TTC surface route.

A pilot could be shaped using the following 36 YRT or TTC operated routes, which connect to 10 TTC Subway stations. This assumes that the YRT Proposed Service plan for 2018, is implemented on December 17, 2017, the day of the opening of the Spadina Subway Extension.

Increased YRT ridership and reduced congestion should also be measured and compared to the 2012 YRT experience, when there was no charge to use the system for 2 months at the end of a transit strike.

New Station	Existing Station	
Subway Line 1 - Yonge/University/Spadina		Subway Line 2 - Danforth
Vaughan Metropolitan Centre	Finch	Victoria Park
Viva - Orange	2 - Milliken	TTC-24-Victoria Park
10 - Woodbridge	5 - Clark	Warden
20 - Jane	23 - Thornhill Woods	
26 - Maple Local	77/77A - Highway 7	TTC-68B-Warden
407 Station	88 - Bathurst	TTC-17A-Birchmount
	91/91A/91E - Bayview	TTC-102D-Markham Road
20 - Jane	98 - Young Limited Express	Rapid Transit - Line 3 - SRT
Pioneer Village Station	99 - Yonge	
		300 - Business Express
100 - York University	301 - Markham Express	
3 - Thornhill	302 - Unionville Express	TTC-129A-McCowan
22- Keele-Newmarket	303 - Bur Oak Express	Subway Line 4 - Sheppard
22B - Keele - Rutherford Go	304 - Mount Joy Express	
22C - Keele - Teston Road	760 - Vaughan Mills/Wonderland	Don Mills
165 - Weston	Viva - Pink	
	Viva - Blue	24 - Woodbine
	Sheppard West Station	90 - Leslie
	105-Dufferin	
	Wilson Station	
	TTC-160-Bathurst	

## **2. Reducing Travel Time and Traffic Congestion by Simplifying Connectivity**

The list of new GO stations in the Metrolinx Draft 2041 RTP should be revisited, and additional consideration for GO Concord be given.

If a GO station at Concord were added on the Barrie Line, it would open up a rapid East-West Bus option for those travelling to and from Northern York Region and Southern Simcoe County.

By connecting the currently under construction Highway 7 Bus Rapid Transit to a GO Concord station, you enable people coming from the north, to reach new entertainment and employment options across the Highway 7 corridor, in Vaughan, Richmond Hill and Markham.

That same Bus Rapid transit connection would also reduce time to and from Union Station for a Vaughan population segment who live within a few kilometers of the proposed station, either east or south or north of it.

Today, those people who need to go to downtown Toronto, have the option to drive, or take non-separated transit through significant traffic congestion to get to an existing TTC Subway or GO Station. To reach Union Station today it can take 42 minutes from GO Langstaff, 33 minutes from Finch Station and 30 minutes from Sheppard West.

On December 17, 2017, a 43-minute option from Vaughan Metropolitan Centre to Union Station would be added to the mix. That would not be a viable option for this Vaughan population segment.

However, by combining the 2019 targeted Busway with a GO Concord station, a new 25 minute option to Union Station can be made available.

The existing \$1.00 YRT "Ride to GO" fare supplement could then be used to make this combined YRT – Go Transit option more cost and time effective than any of the YRT-TTC Subway options or the Drive-Park-TTC Subway options.

The full and equitable implementation of Fare-by-Distance would also make the transit equation more attractive.

If mid-town Toronto were the ultimate destination, the Downsview Park Go/TCC station would be a logical transfer point as well.

Also, there is a City of Vaughan, Official Plan, Secondary development plan for the GO Concord precinct already approved. This also would bring more people to live and work in the area being serviced by good transit connections.

Metrolinx's Initial Business Plan for GO Concord, published in June 2016, did not take fully into account the increased GO ridership or potential offload on the Yonge Street side of Line 1. The fear of decreased ridership due to increased time to Union Station should be offset by the East-West options being opened up for those coming from the North. The Regional Express Rail plan, bringing 2 way, all day, 15 minute service should also reduce these concerns as well.

York Region Council should consider supporting this proposal for the Go Concord station, to continue to leverage and expand the value of transit investments already made.

**From:** Ricardo Mashregi  
**Sent:** Wednesday, November 08, 2017 10:24 AM  
**To:** Regional Clerk  
**Cc:** Deputy Mayor Jack Heath Markham; Melissa Qi  
**Subject:** Petition

Hello Regional Clerk,

Regional Councillor Jack Heath suggested our ratepayer association provide your department with our public petition that stands at approximately 700 signatures against The Missing Link which is referred to in Metrolinx's 2041 draft plan.

York Region staff is preparing to submit Council's position and comments to Metrolinx 2041 draft plan. Our group would like to request our petition be included. Please see three attachments - petition freight trains is the petition itself followed by the signature list and a combined petition/list.

Deadline for submissions is tomorrow Thursday November 9 before staff's report to Regional Council on November 16.

Thank you.

Ricardo Mashregi

Chair Grandview Area Residents Association, Markham

Please include as a partnering sponsor on this initiative;  
Pam Taraday-Levy  
President SpringFarm Ratepayer Association, Vaughan

# Public Transparency 4 Freight Trains

Oct 20 2016  Public Transparency 4 Freight Trains (/author.php?petid=81795&ref=petition)

**602** Signatures (/petitions/public-transparency-4-freight-trains/signatures.html)

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#Government (/petition-campaigns/Government/)

**Target:** Government of Canada/Province of Ontario/York Region/Cities of Vaughan, Markham and Pickering

**Region:** Canada (/petition-campaigns/Canada/)

The Missing Link Report proposes to divert CP Rail freight traffic from its current route in Mississauga and Toronto to the existing CN Rail tracks in Markham and Vaughan, including Thornhill, Scarborough and Pickering. This redirection of freight traffic is proposed in order to accommodate all-day, two-way GO Train service on the Milton Corridor which would benefit the municipalities of Cambridge, Milton, Mississauga and Central Toronto.

This leaves Markham, Vaughan, Scarborough and Pickering with the potential for increased volumes of freight trains, including those carrying explosive, toxic and dangerous


Sign the petition

Sponsor

First name

Last name

Email

Select your country or 

State, county or province

City or town

Comment to target

Display my name publicly

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Verify (check then click Sign) [?]

freight through one of the densest and fastest growing population centres in the GTA. These trains would be in addition to the dozens of freight trains, including those carrying dangerous materials that pass through all of our neighbourhoods on a daily basis. Rerouting would also require the construction of new tracks through our already congested areas.

We, the undersigned residents of the City of Vaughan, the City of Markham, City of Pickering, and the City of Toronto, strongly object to the manner in which the "Missing Link" railroad issue has been dealt with by the other GTA municipalities involved, and by their elected representatives at the local, Provincial and Federal levels.

While rerouting CP Rail freight trains to the CN Rail York Subdivision, including those carrying explosive, toxic and dangerous materials, may be of benefit to those municipalities, such action could have serious and lasting detrimental effects on our residents, including our children.

We object to the fact that reports have been commissioned, written, and accepted by those municipalities and their elected representatives without any notice to the residents or City Councils impacted by the rerouting, without any opportunity to participate in a transparent, even-handed, and objective process, and without any consideration whatsoever for the effects that such action could have on the residents.

We therefore respectfully request, in the interest of fairness, that our municipal, regional, Provincial and



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Sign this petition



Federal representatives undertake to ensure that the "Missing Link" report, and the rerouting of CP Rail freight trains through our residential neighbourhoods, are re-examined in an objective, transparent, scientific, and totally public process including with community consultation meetings along the CN York Subdivision.



# PETITION

TO THE LEGISLATIVE ASSEMBLY OF ONTARIO:

**WHEREAS** the residents of the City of Vaughan, the City of Markham, City of Pickering, and the City of Toronto, strongly object to the manner in which the "Missing Link" railroad issue has been dealt with by the other GTA municipalities involved, and by their elected representatives at the local, Provincial, and Federal levels.

**WHEREAS** although rerouting CP Rail freight trains to the CN Rail York Subdivision, including those carrying explosive, toxic and dangerous materials, may be of benefit to those municipalities, such action could have serious and lasting detrimental effects on our residents, including our children.

**WHEREAS** residents of the City of Vaughan, the City of Markham, City of Pickering, and the City of Toronto object to the fact that reports have been commissioned, written, and accepted by those municipalities and their elected representatives without any notice to the residents or City Councils impacted by the rerouting, without any opportunity to participate in a transparent, even-handed, and objective process, and without any consideration whatsoever for the effects that such action could have on the residents.

**THEREFORE**, we the undersigned petition the Legislative Assembly of Ontario as follows: In the interest of fairness, we respectfully request that our municipal, regional, Provincial and Federal representatives ensure that the "Missing Link" report, and the rerouting of CP Rail freight trains through our residential neighbourhoods, are re-examined in an objective, transparent, scientific, and totally public process including community consultation meetings along the CN York Subdivision.

A Petition

regarding the 'Missing Link'

containing approximately 600 names

is on file

in the Regional Clerk's Office