

Clause 4 in Report No. 13 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on September 24, 2015.

4

York Region's Initial Response to Regional Express Rail  
Service Concept

Committee of the Whole recommends:

1. Receipt of the presentation by Leslie Woo and James Purkis, Metrolinx.
2. Receipt of the deputation by Bryan Allen, resident of the Town of Newmarket, regarding train anti-whistling at rail crossings.
3. Receipt of the communication from Stephen D'Agostino, Thomson Rogers, on behalf of Colebay Investments Inc., Highcove Investments Inc., Firwood Holdings Inc., Major McCowan Developments Limited, Summerlane Realty Corp. and Brentwood Estates Inc., dated September 10, 2015.
4. Adoption of the following recommendations contained in the report dated August 31, 2015 from the Commissioner of Transportation Services:

1. Recommendations

It is recommended that:

1. Council endorse the recommendations contained in the body of this report as the Region's next steps to respond to the Province of Ontario's plan to expand service on existing GO rail corridors under the concept plan referred to as Regional Express Rail.
2. The Regional Clerk forward this report to the Ontario Minister of Transportation, President and Chief Executive Officer of Metrolinx and Clerks of the local municipalities.

## 2. Purpose

The purpose of this report is to update Council on the Provincial GO Regional Express Rail (RER) Service Plan, respond to comments Council raised and to seek Council's endorsement of the staff recommendations contained in this report as York Region's initial response to the RER Service Plan as the Province moves forward with implementation of this project over the next 10 years.

## 3. Background

In April 2015, the Province committed \$16B to improving transit infrastructure in the Greater Toronto and Hamilton Area

On April 16, 2015, the Provincial Government announced *The Trillium Trust and Moving Ontario Forward*. *The Trillium Trust* unlocks certain Provincial public assets and uses the net proceeds to fund infrastructure projects that will create jobs and strengthen the economy through *Moving Ontario Forward*.

*Moving Ontario Forward* is a \$31.5 billion commitment over the next 10 years. To ensure every region across the province benefits fairly from *Moving Ontario Forward*, the government is allocating funds to the Greater Toronto and Hamilton Area (GTHA) while allocations outside the GTHA will be based on areas relative shares of the population using census data from Statistics Canada.

Of the \$31.5 billion, approximately \$16 billion is being allocated for transit projects in the GTHA and \$15 billion outside of the GTHA.

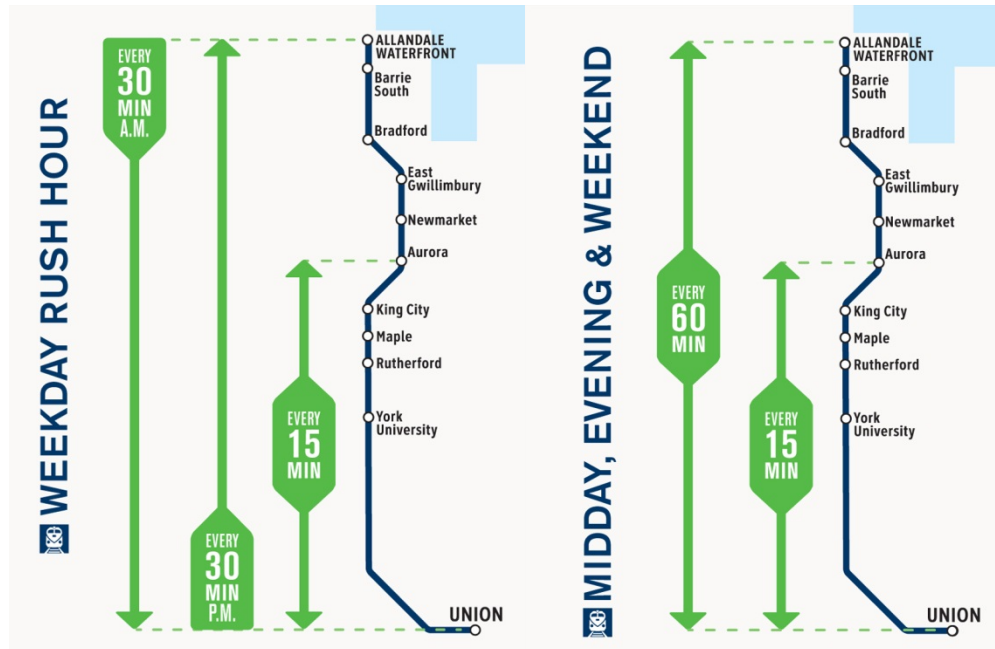
Regional Express Rail service enhancements will provide more frequent and convenient travel options for residents and commuters

In the GTHA, these dedicated funds will allow the province to accelerate service enhancements to the GO Transit network, including implementation of RER. In York Region, the Province will provide the following GO service improvements as part of the RER program.

### **Barrie Rail Corridor**

- Two-way, 15-minute or better electrified service, running on weekdays, evenings and weekends between Aurora and Union Station
- Two-way, 60-minute service or better on weekdays, evenings and weekends between Allandale-Waterfront (Barrie) and Union Station

- Peak period, peak direction service on weekdays every 30 minutes between Allandale-Waterfront and Union Station



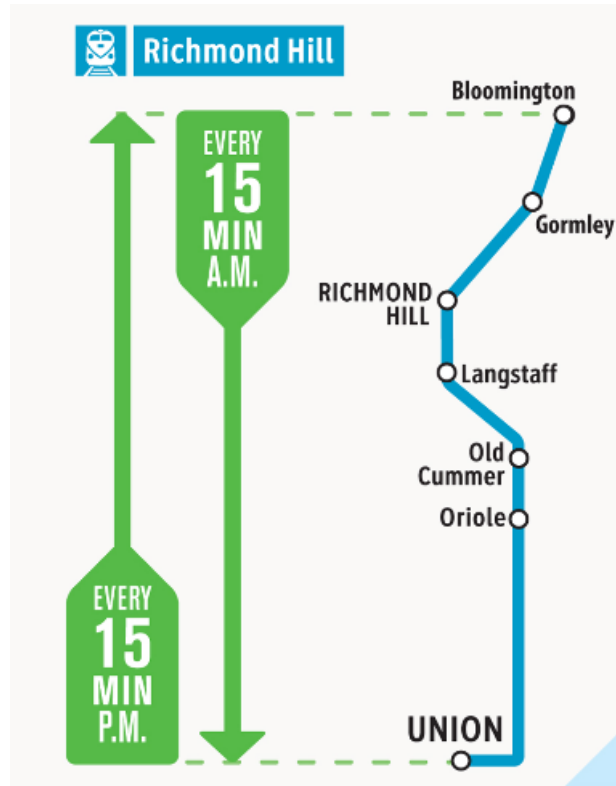
### Stouffville Rail Corridor

- Two-way, 15-minute or better electrified service, running on weekdays, evenings and weekends between Unionville and Union Station
- Two-way, 60-minute service or better on weekdays, evenings and weekends between Mount Joy and Union Station
- Peak period, peak direction service on weekdays every 20 minutes between Lincolnville and Union Station



## Richmond Hill Rail Corridor

- Peak period, peak direction service every 15-30-minutes between Bloomington Road and Union Station



### Weekday rush hour

- 15-minute service from Richmond Hill\* to Union Station in the morning
- 15-minute service from Union Station to Richmond Hill\* in the afternoon/evening

This investment in transit from the Provincial government will help build a stronger economy, manage congestion on our roads and improve quality of life; making it easier for residents and visitors to York Region to get to where they need to go. To implement the above services, the Province, through Metrolinx, has developed a capital program that is committed to deliver the project by 2025.

In May 2015, Regional Council and the York Region Rapid Transit Corporation (YRRTC) Board were provided an update by staff regarding the RER program.

Metrolinx and the Ontario Ministry of Transportation have developed the Initial Business Case for RER

In spring 2015, Metrolinx and the Ontario Ministry of Transportation completed the Initial Business Case for RER. The Initial Business Case is Metrolinx's response to the commitment made by the Province of Ontario to implement RER

over a ten-year period. The Initial Business Case provides the evidence to support this commitment, as well as develop the service concept and provide input into the phasing plan.

Metrolinx staff indicate that the recommended RER program was informed by multiple considerations. However, further analysis on infrastructure, systems, service design (including stations) and other considerations is required and will result in modifications, as appropriate. This work is ongoing and will continue through the design and implementation of RER.

The Initial Business Case has not been released publicly by Metrolinx. Staff will continue to inquire on the timing and report to Council when the document is released to provide new information as it emerges.

In January 2015, Council passed a motion regarding their commitment to the RER program

In response to ongoing announcements regarding the RER concept and SmartTrack, Council passed a motion in January 2015 which included:

- Request Metrolinx work collaboratively with York Region and local municipalities regarding the development, implementation and operation of RER and that it accommodate the 2041 population and employment growth allocated by the Province through Amendment 2 to the Growth Plan
- Reaffirm Council's position on the Yonge Subway Extension
- Direct Staff to work with Metrolinx on RER and jointly create a public outreach and engagement strategy

A copy of this motion is included as Attachment 1.

#### 4. Analysis and Options

At the May 7, 2015, meeting of Committee of the Whole, a number of factors, issues and concerns were raised by Council with respect to implementation of the RER program as it relates to the Region's capital priorities, community benefits/impacts and the way the Region and local municipalities conduct their daily business.

The Analysis and Options section of this report has been broken down into the following subtopics reflecting previously identified Council concerns and priorities, incorporating specific staff recommendations within each section:

- Road/Rail Grade Separations and Level Crossings
- Existing and New GO Stations
- YRT/Viva service increases to support Regional Express Rail
- Advancing fare integration across all transit providers is important for the success of RER
- Advancing the Yonge Subway Extension project to the Richmond Hill/Langstaff Gateway

## Road/Rail Grade Separations and Level Crossings

Road/Rail Grade Separations will be required to accommodate the increase in train and vehicle traffic volumes

The GO rail network crosses Regional and local roads throughout York Region. Some of these crossings are grade separated; however, predominantly the crossings are at grade.

Currently, there are 57 level crossings between Regional/local roads and the GO rail service limits in York Region. The breakdown is as follows:

- Barrie rail corridor - 25 level crossings (13 crossing Regional roads and 12 crossing local roads) with 12 crossings in the RER service limit
- Richmond Hill rail corridor – Nine level crossings (three crossing Regional roads and six crossing local roads)
- Stouffville rail corridor – 23 level crossings (seven crossing Regional roads, including Steeles Avenue, and 16 crossing local roads) with 3 crossings in the RER service limit

Attachment 2 to this report includes a list of level crossings on the Barrie, Richmond Hill and Stouffville rail corridors. Staff have conducted forecasts using 2021, 2025, 2031 and 2041 traffic volumes and future GO train volumes to determine the number of level crossings that should be considered for grade separation by 2041.

Under Transport Canada guidelines, when the exposure index (daily road vehicle traffic x daily train traffic) exceeds 200,000, a rail/road grade separation may be considered. The exposure index is one method used in determining the need for a grade separation; however, other factors are used before making a final decision, including:

## York Region's Initial Response to Regional Express Rail Service Concept

- Public transportation vehicle volumes over the crossing
- Physical site constraints
- Numbers of tracks and road lanes
- Existing levels of safety and accident history
- Interconnectivity of the current and future road networks

The planned increase in rail and vehicle traffic will trigger the need for grade separations on all existing level crossings between Regional Roads and GO rail corridors

By 2031, all existing level crossings between Regional roads and the GO rail corridors in the RER service limits surpass minimum exposure index to consider grade separating. In addition, some local roads will warrant grade separating, including:

- Barrie rail corridor – Seven of 12 existing local road crossings
- Richmond Hill rail corridor – Two of six existing local road crossings
- Stouffville rail corridor – 11 of 16 existing local road crossings

Prior to the introduction of RER, three of these level crossings had been identified by York Region for grade separation by 2031 (the planning horizon for the current Transportation Master Plan). The advancement of RER, bringing an increase to GO Rail service, will trigger the need to grade separate many level crossings and accelerate the timing to within the next ten years. RER could also necessitate the need to rebuild some of the existing grade separations that will no longer be capable of accommodating the future vehicular and train traffic.

Based on staff review and discussions with Metrolinx, the current provincial funding for RER may only include limited funding for new grade separations in York Region. This funding may not accommodate all the grade separations required in order to maintain efficient and reasonable road and transit service.

The Region's Roads Capital program includes funding for the Region's share of costs to construct grade separations on the GO rail corridors. This program has allowed for the collection of development charges for the construction of some new grade separations as part of Regional network expansion projects.

The Canadian Transportation Agency (CTA) has developed a tool to assist road and rail authorities apportion costs of grade separations. The construction costs of the basic grade separation are normally apportioned as follows:

On projects due primarily to road development:

- 85% road authority
- 15% railway company

On projects where both road and railway development have contributed largely to the need for the project:

- 50% road authority
- 50% railway company

On projects due primarily to railway development:

- 15% road authority
- 85% railway company

There are benefits and impacts to the communities when a grade separation is constructed. The benefits include; eliminating the need for train whistle blowing, eliminating road user delay and managing congestion and enhancing pedestrian safety by eliminating interaction with the rail corridor. Some of the impacts include; aesthetics and community disruption during construction, property acquisition and the possible displacement of residents/businesses and the long-term increase in operations, maintenance and rehabilitation costs.

Another alternative to grade separating a crossing is stopping up and closing the road as it crosses the tracks. Staff does not support closing any roads. Each road link in the transportation network is important and should be maintained. Notwithstanding the Region's position, the province does have the legislative authority to stop up and close roads. Staff will advocate keeping all Regional and local roads open as the RER program is implemented. Keeping all roads open will maintain network connectivity and minimize the increase in congestion.

### **Recommendation 1**

Staff explore the option of combining the allocated funding from the Province with grade separation funding from the Region and local municipalities to maximize the number of grade separations that could be constructed to coincide with the opening of RER. Grade separations will be prioritized across the Regional network in a manner consistent with the Council approved Roads Capital Prioritization Process in order to derive the maximum benefit from currently available funding.

Staff update Council as the prioritization and discussions with Metrolinx and local municipalities continues.



## Whistle Blowing at Road/Rail at-grade crossings

Whistle blowing at road/rail crossings is an important and contentious issue in communities which host a rail corridor. Whistle blowing is a safety provision implemented by rail operators and the requirement falls under the jurisdiction of Transport Canada.

Trains are required to sound their whistle at level public crossings unless a whistle cessation agreement is in place. The current practice is to sound the train whistle as it approaches a level crossing. This is a safety measure mandated by Transport Canada. When a level crossing is grade separated, there is no longer the need to sound the train whistle. However, not all existing crossings will be grade separated as part of the RER program. Increased frequency of whistle blowing on all corridors will be required unless a cessation program is implemented.

In June 2008, Council approved the Anti-Whistling Policy for Trains at Road/Rail Crossings. This policy provides criteria for when local municipalities request York Region support a local municipal anti-whistling by-law at railway crossings of Regional roads and contains criteria for implementing anti-whistling on Regional roads that intersect railway lines. Since adopting this policy, there have been no local municipal requests for Regional support and implementation of a cessation program at Regional road/rail crossings. A copy of the policy is included as Attachment 3.

While some noise impacts from train operations should be expected by residents living close to rail corridors, the significant increase in train movements as part of RER could not have been reasonably anticipated. As such, the incremental impacts of whistle blowing from the RER service expansion should be reviewed during implementation of the RER program.

### **Recommendation 2**

Staff work with Metrolinx, Transport Canada and local municipal staff to identify how the public/resident impacts from whistle blowing will be addressed by Metrolinx as the RER program is implemented and GO rail service increases.

## Existing and New Go Stations

### Land Use in Proximity to GO Stations

Existing and potential future GO stations are identified in the current York Region Official Plan (ROP 2010) and 2009 Transportation Master Plan, setting the context for more intensive uses. GO train stations are identified as key locations for intensification in the Regional intensification matrix second only to Regional Centres and Corridors. With the implementation of more frequent service in the

next ten years on the Barrie and Stouffville rail corridors, updated intensification strategies for the local municipalities in these areas is important to provide linkages between infrastructure and land use planning intensification.

On the Barrie rail corridor, the stations provide for intensification opportunities in Vaughan, King, Aurora, Newmarket and East Gwillimbury.

In Vaughan, a new secondary plan was recently approved in the Concord area for a potential station at Highway 7 and the GO corridor crossing. This would provide intensification opportunities for both residential and employment uses in keeping with the intensification goals of the ROP 2010. Existing stations at Rutherford Road and Major Mackenzie Drive (Maple) were identified as primary intensification corridors. The potential station at Keele Street and Kirby Road is within the new community area created through the last urban boundary expansion. Planning is underway to provide for an intensification core in this new community, supportive of full day, two-way rail service.

In King City, the existing GO station is adjacent to the community core where policies provide for mixed use and a focal point for the community. King Township is currently reviewing and updating their Official Plan policies (including intensification policies) and has determined there is potential to increase current intensification targets, which may include core mixed use areas such as the GO station area.

The approved Aurora Official Plan provides for mixed use intensification around the existing GO station, through its designation as part of the Aurora Promenade area. The Promenade area includes the Yonge Street and Wellington Street corridors and the GO station, all of which have been identified as strategic areas planned to accommodate new growth through intensification.

The Newmarket Centres Secondary Plan was approved (under appeal) earlier this year, and identified the area around the existing GO station as mixed use, mobility hub area. Policy specifically encourages Metrolinx to partner with the Town, the Region and other relevant partners to prepare a Mobility Hub Station Area Plan.

In East Gwillimbury, the existing GO station on Green Lane will be a focal intensification area within the Green Lane Secondary Plan, which is currently under review. It is anticipated the Green Lane Corridor Secondary Plan will be adopted in 2016.

On the Stouffville rail corridor, GO stations provide intensification opportunities in both Markham and Whitchurch-Stouffville.

In Markham, each of the station areas has been identified as an intensification area with the largest opportunity at Unionville Station within the Regional Centre (Markham Centre). The recently approved (under appeal) Markham Official Plan

provides intensification opportunities by identifying each of Milliken, Centennial, Markham and Mount Joy stations as mixed use areas and potential secondary hubs.

In Stouffville, the GO station is located in the downtown core of Stouffville and is designated as a mixed use intensification area through the Secondary Plan. The Community Core Area is the "downtown" area of Stouffville and the primary focal point for the community.

The planning policies and context for intensification at these GO stations is well established in the ROP 2010 and is advanced in all local Official Plans, setting the stage for supportive intensification next to GO stations.

**Recommendation 3**

Staff continue to work with the local municipalities to advance the completion and implementation of intensification policies for station areas in each municipality and advance the timing of updates, wherever possible.

New stations and redevelopment of existing stations will be required to maximize the accessibility and benefits of RER

Metrolinx is constructing a new station at Stouffville Road on the Richmond Hill rail corridor. This station is expected to be in service by the end of 2016. In addition, Metrolinx has approved a new station at Bloomington Road (also on the Richmond Hill rail corridor), with completion and service expected in 2017.

The introduction of RER will increase the demand for travel on GO Transit in the future. New stations, located at strategic locations, will be required to increase ridership on RER.

[Map 11 of the Regional Official Plan](#) indicates a number of new GO stations recommended for inclusion in the GO Transit network. (To view map, click preceding hyperlink.) The Region is currently conducting the Transportation Master Plan update and, during public consultation, the issue of new GO stations has been identified by the public.

Metrolinx has recently initiated a study to review possible new station locations. Staff continue to be engaged with Metrolinx on this study. The approval of any new station will be based on Metrolinx's business case analysis process and will need to demonstrate improved accessibility to a regional commuter rail service and minimal reduction in service efficiency.

Staff are currently reviewing the priority order for new stations within the limits of the RER service on the Barrie and Stouffville rail corridors. On the Barrie rail corridor these locations are Concord (Highway 7), Kirby Road/Keele Street and 15<sup>th</sup> Sideroad/Bathurst Street. On the Stouffville rail corridor the only location

under consideration is 14th Avenue, which was identified through the SmartTrack concept. The 14<sup>th</sup> Avenue station is new as it was not previously identified on Map 11 of the Regional Official Plan or 2009 TMP Update.

In addition, redevelopment of existing stations to maximize efficiency of transferring between travel modes will be critical to the success of RER. This includes infrastructure such as pedestrian walkways, platform reconfiguration, connections between transit services and parking.

On the Barrie rail corridor, critical stations requiring improvement/redevelopment are Rutherford, King City and Aurora. On the Stouffville rail corridor critical stations requiring redevelopment are Milliken and Unionville. Staff are working with Metrolinx to better understand how station redevelopment will progress as part of the initial RER build out.

#### **Recommendation 4**

Staff continue to work with Metrolinx and the Cities of Markham and Toronto to explore all opportunities to provide a connection to the Milliken station directly from the north side of Steeles Avenue. This could include a walkway and/or station platform incorporated into a future grade separation.

For the proposed Concord and Kirby stations, staff continue to work with Metrolinx and the City of Vaughan to explore all opportunities to advance the timing for construction of these new stations.

Increasing the efficiency of station access/egress and parking is required to serve the increased GO rail ridership

Today, Metrolinx operates approximately 65,000 commuter parking spaces at GO rail stations. Annually, they add approximately 2,500 spaces to their network. Currently, there are 12,495 commuter parking spaces provided by GO Transit at corridors within York Region (Barrie – 5,426; Stouffville – 4,288; and Richmond Hill – 2,781). Based on 2011 and 2012 surveys conducted by GO Transit, parking was utilized 88 per cent on the Barrie line, 98 per cent on the Richmond Hill line and approximately 95 per cent on the Stouffville line. The majority of these parking lots are full very early in the morning and remain full throughout the day.

According to a 2013 Metrolinx parking report, Metrolinx would have to add approximately 40,000 parking spaces by 2031 if they continued to provide parking at the current mode share.

While Metrolinx has a long standing program to increase commuter parking, the current model is now unsustainable; especially with RER all-day arrivals and departures from GO stations.

In an effort to reduce future parking demand, Metrolinx has examined various parking strategies, such as reserved parking, carpooling, car sharing, low carbon vehicles, green parking, and pay for parking. To implement the RER program, these plus other strategies will be required to service the needs at each station.

**Recommendation 5**

Staff complete the commuter parking strategy, the policy direction in the Transportation Master Plan Update, and work with local municipalities and Metrolinx on a new station access strategy that will integrate commuter parking needs into one comprehensive plan.

Separate access to GO stations for YRT/Viva service will be required to maximize the speed and convenience for customers to switch between travel modes

Given the frequency of RER GO service, it is important that local bus service is properly accommodated at GO stations. At the majority of GO stations, this will require separate bus-only access be provided to conveniently transfer riders to and from the GO stations. YRT/Viva will continue to work with GO Transit to ensure local bus service is integrated with RER service.

**Recommendation 6**

Request Metrolinx to develop new GO stations or redevelop existing stations with separate access for YRT/Viva and other transit service providers.

Enabling GO rail customers to use alternative modes to complete the last mile of their trip is critical to the success of RER

Today, many GO Transit riders travel less than five kilometers between the station and their destination. This 'last mile' very short trip is predominantly made by car where GO rail customers park their vehicles for free. As the RER program is implemented, it will be important to encourage and promote the use of alternative methods of accessing the improved RER service. This will help manage parking demand stations and manage peak congestion on local and Regional roads surrounding GO stations.

Active transportation as a real alternative for the last mile of the trip

Currently, there are very few GO Transit riders from York Region who use active transportation (walk or ride a bike) to and from the GO stations. Much of this has to do with the provision of free parking at GO stations and the lack of good active transportation services and facilities.

Metrolinx, York Region and the local municipalities will review active transportation options to and from GO stations as part of the implementation of RER. The provision of more bike parking spaces, washroom facilities, storage lockers, and other amenities in close proximity to station entrances may be required.

Staff are exploring the Regional role in boulevard jurisdiction as part of the current Transportation Master Plan (TMP) update. This includes a comprehensive review of the Region assuming jurisdiction for sidewalks, boulevard bike paths and streetlighting along Regional roads.

**Recommendation 7**

Staff work with Metrolinx and local municipal staff to develop an integrated station access strategy using active transportation modes. This strategy will be informed by the outcome of the Transportation Master Plan update and the strong desire by all levels of government to reduce auto travel for the last mile of a trip.

Development of satellite/commuter parking lot services accessed by express shuttle buses will help reduce parking demand at GO stations

Staff are exploring the Regional role in commuter parking as part of the TMP update. This includes assessing the benefits of developing a network of satellite parking lots that can be serviced by express shuttle buses to transportation hubs, such as GO Stations. These satellite lots could be located on land that is unusable for development (i.e. hydro corridors, etc.). This commuter parking concept will also allow for flexibility and adaptability in accessing GO stations differently, as new services such as dial-a-ride, Uber, and car share services proliferate.

**Recommendation 8**

Staff request Metrolinx and local municipalities participate in the study and consider integrating recommendations for off-station commuter parking services into expansion programs. These services will benefit transit riders wanting to use the improved GO service but who must still drive and park their car in order to access the service.

## YRT/Viva Service Increases to Support RER

YRT/Viva resource needs will increase as RER service is implemented

RER will impact YRT/Viva bus service. RER will increase ridership demand on both bus services during the traditional peak work hours, off-peak times and evenings. Bus service will need to run more frequently on routes directly serving stations and for longer operating times throughout the day.

To address this increased ridership and service demand, YRT/Viva should review requirements such as fleet, garage, storage and maintenance facilities and review staffing and contractor requirements in order to deliver increased service.

Additional bus service for YRT/Viva will increase operating costs for both services and will impact the operating budget for York Region.

The Frequent Transit Network will improve service and efficiency for YRT/Viva customers accessing GO stations

Over the next five years, YRT/Viva will transition some services into a Frequent Transit Network, consisting of both Viva and core conventional services along key corridors within the urban areas of the Region.

YRT/Viva's goal is a network where riders can rely on services that are frequent enough that they do not need to use a schedule (operating at frequencies of 15 minutes or less). Staff will identify corridors with high ridership demand and gradually increase service frequency to establish the Frequent Transit Network. YRT/Viva will continue to complement the Frequent Transit Network with Local, Express and Shuttle/Community Bus services.

The Frequent Transit Network will prioritize connections between YRT/Viva, GO Transit and other transit services

To ensure an integrated regional transit network, YRT/Viva will continue to provide services that support GO Transit improvements. This will include restructuring existing services and providing new services that align with GO Transit's all-day schedules and support the RER program. The goal is to increase access to GO Transit through YRT/Viva services and improve overall regional mobility.

The YRT/Viva five-year service plan has accounted for increases in service required to develop the Frequent Transit Network and respond to incremental increases in GO rail service before 2020. Further increases in all aspects of the

YRT/Viva operations will be required beyond 2020 as significant additional GO rail service is implemented.

**Recommendation 9**

Staff and Metrolinx continue working collaboratively on supporting the respective services and maximizing the benefits to Regional mobility from RER. Staff will update Council annually through the YRT/Viva Annual Service Plan or more frequently, if necessary.

Advancing Fare Integration Across All Transit Providers Is Important For The Success Of RER

Metrolinx has identified fare integration as a priority action in *The Big Move* and has reported that this integration is key to the success of the RER program. Metrolinx is working with transit authorities across the GTHA to develop and implement a fare structure that is fair to all users and operators with an end goal of making travelling by transit easy, reliable and seamless across jurisdictional boundaries. It is important that all transit operators in the GTHA are part of fare integration as it is rolled out in the future.

Today, the majority of transit operators have a fare arrangement with GO Transit to allow for affordable rates to take residents to GO stations via local transit. In addition, most municipal transit operators have free transfers between operators outside of Toronto. The notable exception is TTC.

Metrolinx and TTC have commenced a one-year pilot study that allows TTC Metropass holders to purchase a \$60 GO Transit sticker at GO's Exhibition, Union and Danforth stations and provides unlimited GO train travel between these stations for a month.

**Recommendation 10**

York Region pursue Fare Integration as an operational tool that will increase transit ridership across the GTHA; however, fare integration should have a revenue sharing system between GO and all transit agencies so the Revenue to Cost (R/C) ratio is not affected.

Advancing the Yonge Subway Extension Project To the Richmond Hill/Langstaff Gateway

RER will increase transit service in the Barrie and Stouffville rail corridors. Increasing GO rail service significantly on the Richmond Hill rail corridor is very challenging and is not planned with the initial RER implementation.



**Recommendation 11**

York Region work with Metrolinx to advance Preliminary Engineering for the Yonge Subway Extension to Richmond Hill/Langstaff Urban Growth Centre.

Link to key Council-approved plans

Implementation of Regional Express Rail supports many of Council's objectives. This includes Vision 2051, the Regional Official Plan, the Transportation Master Plan and the Strategic Plan.

5. Financial Implications

The introduction of RER to York Region has the potential to have a significant financial impact to York Region capital and operations budgets.

Following release of the Initial Businesses Cases by Metrolinx, staff will review business cases in conjunction with policy considerations and proposed road/transit networks being developed as part of the Transportation Master Plan update. Staff will report back on the financial implications once the impact has been assessed in greater detail.

6. Local Municipal Impact

The introduction of RER will benefit all of York Region and local municipalities. The significant capacity provided by the expanded GO rail service will increase transit ridership and allow York Region's urban and rural areas to better accommodate planned growth.

Continued collaboration between all levels of government is key to the successful delivery of the RER program

York Region, YRRTC and Metrolinx staff have formed an RER Working Group to address the implementation of the RER program. Working together, this group will address key technical components of project delivery and anticipate challenges that may arise during implementation.

The Commissioner of Transportation Services and President of YRRTC have established a Municipal Working Group, represented by works and planning Commissioners and senior staff from all nine local municipalities, to ensure coordination as the RER program advances. Three meetings of the Municipal Working Group have been held to date.

It is anticipated that staff reports will be sent to respective Councils and YRRTC Board, as required.

A communication and public engagement strategy is being implemented for the RER program

Communications staff from YRRTC and Metrolinx have met to discuss the public engagement strategy required to ensure that residents and businesses are consulted and kept informed throughout RER implementation.

In collaboration with York Region/YRRTC, Metrolinx staff have committed to developing a communication plan and public engagement strategy. York Region staff will be part of the development of the communication and consultation process. It is imperative that full consultation take place on all aspects that affect York Region.

## 7. Conclusion

The introduction of Regional Express Rail is a very positive and necessary transit addition to the GTHA, providing an enhanced "backbone" of the regional transit system. Metrolinx has reported that RER will attract traffic off of the GTHA's highways and road system and enable continued economic growth, not just in downtown Toronto but at nodes across the region. The recommended RER scenario is forecast to grow annual ridership by two and a half times between 2014 and 2029, with annual operating revenues generating a surplus beyond 2029.

York Region will benefit significantly from RER. The increase in north/south capacity along the rail corridor will complement the YRT/Viva services and improve utilization and performance of the Viva bus rapid transit system. It will also reduce crowding and increase the operating efficiency of other transit systems, encourage more efficient urban development and make it feasible to travel across York Region and the GTHA without a car.

Considerable work will need to be completed, in quick order, to roll out the RER program by 2025. Staff from York Region and the local municipalities will continue to work with Metrolinx as the RER program advances.

## York Region's Initial Response to Regional Express Rail Service Concept

For more information on this report, please contact Stephen Collins, Director Infrastructure Management and PMO, at ext. 75949 and/or Paul May, Chief Engineer, YRRTC, at ext. 71030.

The Senior Management Group has reviewed this report.

August 31, 2015

Attachments (3)

6304657

Accessible formats or communication supports are available upon request



Minute No. 14 as recorded in the Minutes of the meeting of the Council of The Regional Municipality of York held on January 22, 2015.

## 14 Regional Express Rail

It was moved by Mayor Scarpitti, seconded by Mayor Bevilacqua:

**Whereas** on July 24, 2014 the Ontario Legislature passed the *Building Opportunity and Securing Our Future Act* (2014 Budget Measures), which included \$29 billion in dedicated funding available over the next 10 years for public transit, highways and other priority infrastructure projects across the province through the government's Moving Ontario Forward plan;

**And Whereas** the Moving Ontario Forward plan will allocate up to \$15 billion for the Greater Toronto and Hamilton Area in public transit priorities that address congestion and improve mobility throughout the region, including transforming the GO Transit network to a Regional Express Rail service and drawing projects from the Next Wave of Metrolinx projects included in The Big Move;

**And Whereas** Council has supported and endorsed major transit expansion projects in York Region, including the Toronto-York Spadina Subway Extension and the vivaNext bus rapid transit system;

**And Whereas** Council is in support of the Yonge Subway Extension from Finch Station to Richmond Hill Centre at Highway 7 to address the critical transit needs of its population;

**And Whereas** York Region, The City of Toronto, Metrolinx and the TTC continue to work collaboratively on the Yonge Relief Network Study in order to ensure a comprehensive assessment of potential solutions for crowding on the Yonge Subway Line;

**And Whereas** the Provincial transit agency Metrolinx has a work plan for Regional Express Rail which includes developing the service concept (i.e. frequency, type of service), identifying infrastructure needs and developing a phasing strategy to determine the optimal sequencing of delivering Regional Express Rail to all GO rail corridors;

**And Whereas** the section of Yonge Street from Finch Avenue, in the City of Toronto, to Highway 7, in the City of Markham and the Town of Richmond Hill, is an important missing link in the dedicated regional rapid transit system, which presently requires approximately 1,200 buses per day to meet the public transit demand;

**And Whereas** the Region is undertaking an update to the Regional Official Plan, to accommodate Amendment 2 to the Provincial Growth Plan (2041 population and employment forecasts), in combination with the Transportation Master Plan Update and Water and Wastewater Master Plan Update in order to complete the provincially mandated Regional Development Charges By-law update by 2017.

**Now therefore** be it resolved that Council:

1. Request the Provincial government, through its agency Metrolinx, to work collaboratively and in partnership with York Region and all affected municipalities on the development of Regional Express Rail, including the development of Service Concepts, Infrastructure Plans, Business Cases and Phasing Plans.
2. Request the Provincial government and Metrolinx to develop the Service Concept for Regional Express Rail in York Region to accommodate the ultimate 2041 population and employment forecasts presented in the Growth Plan for the Greater Golden Horseshoe and implement Regional Express Rail to meet the growth in travel demand.
3. Reaffirm that the Yonge Subway Extension to the Richmond Hill-Langstaff Urban Growth Centre will remain a number one priority project in York Region.
4. Request the Provincial government and Metrolinx to confirm that work on the Yonge Network Relief Study be integrated with the work on Regional Express Rail through the development of Service Concepts, Infrastructure Plans and Business Cases.
5. Direct staff to facilitate the work of the Provincial government and Metrolinx on Regional Express Rail in York Region and jointly develop the public outreach and engagement strategy for planning, design, construction and operation of Regional Express Rail.

Carried

Line	Crossing Location in York Region	Road Jurisdiction	Daily Trains (2-way) <sup>1</sup>			No. of Lanes (2-way) <sup>2</sup>		Speed (km/h)	AADT <sup>3</sup>					AADT x Daily Trains <sup>5</sup>					Daily Transit Vehicles <sup>6</sup> 2031	Truck % existing
			existing	2021	RER <sup>4</sup>	existing	2041		existing	2021	2025 <sup>4</sup>	2031	2041	existing	2021	2025	2031	2041		
<b>Barrie Line</b>																				
	<b>Union - Aurora</b>		12	30	120															
1	Rivermede Rd	Vaughan				4	4	50	7,460	8,210	8,510	8,960	9,700	89,520	246,300	1,021,200	1,075,200	1,164,000	36	11%
2	Langstaff Rd	Regional				2	6	60	15,800	19,200	32,640	52,800	58,100	189,600	576,000	3,916,800	6,336,000	6,972,000	18	8%
3	Rutherford Rd	Regional				4	6	60	42,300	46,900	47,620	48,700	52,100	507,600	1,407,000	5,714,400	5,844,000	6,252,000	162	6%
4	McNaughton Rd	Vaughan				4	4	50	11,130	12,250	12,700	13,360	14,470	133,560	367,500	1,524,000	1,603,200	1,736,400	54	1%
5	Teston Rd	Regional				2	4	60	1,900	1,900	17,100	27,900	31,800	22,800	57,000	2,052,000	3,348,000	3,816,000	0	8%
6	Kirby Rd <sup>7</sup>	Regional				2	4	60	4,600	3,800	4,000	27,900	31,800	55,200	114,000	480,000	3,348,000	3,816,000	108	6%
7	King Vaughan Rd <sup>7</sup>	Regional				2	4	80	4,600	5,400	5,800	27,900	31,800	55,200	162,000	696,000	3,348,000	3,816,000	0	6%
8	Station Rd	King				2	2	40	1,290	1,550	1,650	1,810	2,070	15,480	46,500	198,000	217,200	248,400	0	3%
9	Dufferin St	Regional				2	2	70	11,100	12,700	13,340	14,300	16,100	133,200	381,000	1,600,800	1,716,000	1,932,000	9	6%
10	15th Sdrd	Regional				2	2	60	6,000	7,000	7,120	7,300	8,000	72,000	210,000	854,400	876,000	960,000	252	4%
11	Engelhard Dr	Aurora				2	2	50	7,660	9,200	9,810	10,730	12,260	91,920	276,000	1,177,200	1,287,600	1,471,200	0	4%
12	Wellington St	Regional				2	2	50	18,200	20,700	21,500	22,700	25,100	218,400	621,000	2,580,000	2,724,000	3,012,000	198	4%
	<b>Aurora - Barrie</b>		12	12	30															
13	Centre St	Aurora				2	2	40	4,250	4,680	4,850	5,100	5,530	51,000	56,160	145,500	153,000	165,900		
14	St John's Sdrd	Regional				4	4	50	22,500	26,100	26,780	27,800	30,700	270,000	313,200	803,400	834,000	921,000	18	3%
15	Mulock Dr	Regional				4	4	60	38,200	44,300	45,700	47,800	53,200	458,400	531,600	1,371,000	1,434,000	1,596,000	90	3%
16	Water St	Newmarket				2	2	40	11,980	13,180	13,660	14,380	15,580	143,760	158,160	409,800	431,400	467,400	90	3%
17	Timothy St	Newmarket				2	2	40	1,950	2,140	2,220	2,340	2,530	23,400	25,680	66,600	70,200	75,900	0	3%
18	Davis Dr	Regional				4	4	50	33,000	38,300	38,540	38,900	42,200	396,000	459,600	1,156,200	1,167,000	1,266,000	315	3%
19	Green Lane	Regional				4	4	80	38,700	44,900	45,780	47,100	51,700	464,400	538,800	1,373,400	1,413,000	1,551,000	72	6%
20	Chapman St	East Gwillimbury				2	2	40	30	40	44	50	100	360	480	1,320	1,500	3,000	0	0%
21	Yonge St	Regional				2	2	50	8,500	9,900	10,500	13,900	16,800	102,000	118,800	315,000	417,000	504,000	63	5%
22	Bradford St	East Gwillimbury				2	2	50	4,980	5,980	6,376	6,970	7,970	59,760	71,760	191,280	209,100	239,100	0	2%
23	Oriole Dr	East Gwillimbury				2	2	50	1,940	2,520	3,220	4,270	9,390	23,280	30,240	96,600	128,100	281,700	27	5%
24	Bathurst St	Regional				2	2	60	9,000	9,700	10,700	12,200	14,000	108,000	116,400	321,000	366,000	420,000	0	8%
25	Toll Rd	East Gwillimbury				2	2	50	290	350	375	410	470	3,480	4,200	11,250	12,300	14,100	0	4%
Line	Crossing Location in York Region	Road Jurisdiction	Daily Trains (2-way) <sup>1</sup>			No. of Lanes (2-way) <sup>2</sup>		Speed (km/h)	AADT <sup>3</sup>					AADT x Daily Trains <sup>5</sup>					Daily Transit Vehicles <sup>6</sup> 2031	Truck % existing
			existing	2021	RER <sup>4</sup>	existing	2041		existing	2021	2025 <sup>4</sup>	2031	2041	existing	2021	2025	2031	2041		
<b>Richmond Hill Line</b>																				
	<b>Union - Richmond Hill</b>		11	11	30															
1	Green Ln	Markham				2	2	50	11,130	13,360	14,250	15,580	17,810	122,430	146,960	427,500	467,400	534,300	0	3%
2	Langstaff Rd East	Markham				2	4	50	3,450	4,830	9,110	15,525	18,975	37,950	53,130	273,300	465,750	569,250	9	10%
3	Weldrick Rd East	Richmond Hill				2	2	40	7,280	8,740	9,320	10,190	11,650	80,080	96,140	279,600	305,700	349,500	54	2%
	<b>Richmond Hill - Bloomington<sup>8</sup></b>		0	11	30															
4	Centre St East	Richmond Hill				2	2	50	4,090	4,910	5,240	5,730	6,550	0	54,010	157,200	171,900	196,500	18	2%
5	Crosby Ave	Richmond Hill				2	2	50	4,090	4,910	5,240	5,730	6,550	0	54,010	157,200	171,900	196,500	36	2%
6	Elgin Mills Rd East	Regional				4	4	60	34,900	39,100	41,180	44,300	49,600	0	430,100	1,235,400	1,329,000	1,488,000	81	3%
7	19th Ave	Regional				2	6	60	3,400	5,200	13,000	24,700	32,900	0	57,200	390,000	741,000	987,000	99	3%
8	Leslie St	Regional				2	2	60	6,400	9,000	10,280	12,200	15,400	0	99,000	308,400	366,000	462,000	0	2%
9	Bethesda sdrd	Richmond Hill				2	2	50	280	330	355	390	440	0	3,630	10,650	11,700	13,200	0	9%
Line	Crossing Location in York Region	Road Jurisdiction	Daily Trains (2-way) <sup>1</sup>			No. of Lanes (2-way) <sup>2</sup>		Speed (km/h)	AADT <sup>3</sup>					AADT x Daily Trains <sup>5</sup>					Daily Transit Vehicles <sup>6</sup> 2031	Truck % existing
			existing	2021	RER <sup>4</sup>	existing	2041		existing	2021	2025 <sup>4</sup>	2031	2041	existing	2021	2025	2031	2041		
<b>Stouffville Line</b>																				
	<b>Union - Unionville</b>		15	50	120															
1	Steeles Ave East	Regional				4	4	60	39,517	41,100	43,300	46,600	50,600	592,755	2,055,000	5,196,000	5,592,000	6,072,000	423	3%
2	Kennedy Rd (south)	Regional				4	6	60	34,600	40,100	42,900	47,100	54,000	519,000	2,005,000	5,148,000	5,652,000	6,480,000	72	3%
3	Denison St	Markham				4	4	50	17,580	21,100	22,500	24,610	28,130	263,700	1,055,000	2,700,000	2,953,200	3,375,600	36	3%
	<b>Unionville - Mount Joy</b>		12	12	36															
4	Hwy 7	Regional				4	4	50	49,100	53,000	54,280	56,200	60,100	589,200	636,000	1,954,080	2,023,200	2,163,600	216	4%
5	Eureka St	Markham				2	2	40	1,420	1,560	1,620	1,700	1,840	17,040	18,720	58,320	61,200	66,240	0	1%
6	Main Unionville St	Markham				2	2	40	8,360	9,190	9,530	10,030	10,860	100,320	110,280	343,080	361,080	390,960	18	3%
7	Kennedy Rd (north)	Regional				4	6	60	28,000	32,500	35,740	40,600	47,600	336,000	390,000	1,286,640	1,461,600	1,713,600	72	3%
8	McCowan Rd	Regional				4	6	60	49,600	54,100	56,060	59,000	64,000	595,200	649,200	2,018,160	2,124,000	2,304,000	252	4%
9	Snider Dr	Markham				2	2	40	7,140	7,860	8,140	8,570	9,290	85,680	94,320	293,040	308,520	334,440	45	2%
10	Main Markham St	Markham				2	2	50	19,150	21,060	21,830	22,980	24,890	229,800	252,720	785,880	827,280	896,040	108	3%
11	16th Ave	Regional				4	6	60	29,800	35,200	37,320	40,500	46,500	357,600	422,400	1,343,520	1,458,000	1,674,000	99	3%
12	Bur Oak Ave	Markham				4	4	50	7,800	9,360	9,980	10,920	12,480	93,600	112,320	359,280	393,120	449,280	108	2%
	<b>Mount Joy - Lincolnville</b>		12	12	16															
13	Castlemore Ave	Markham				2	2	40	2,000	2,400	2,560	2,800	3,200	24,000	28,800	40,960	44,800	51,200	0	1%
14	Major Mackenzie Dr East	Regional				4	4	70	11,200	13,000	15,520	19,300	23,700	134,400	156,000	248,320	308,800	379,200	54	3%
15	Elgin Mills Rd East	Regional				2	2	60	34,900	39,100	41,180	44,300	49,600	418,800	469,200	658,880	708,800	793,600	81	3%
16	Ninth Line	Regional				2	4	70	8,000	10,600	11,880	13,800	17,000	96,000	127,200	190,080	220,800	272,000	63	3%
17	19																			



<b>STATUS</b>	<b>Final</b>
<b>Council Approved</b>	<b>Y</b>
<b>CAO Approved:</b>	<b>Y</b>

<b>TITLE:</b> Anti-Whistling Warrant Criteria	<b>NO.:</b> 1146244 <b>Original Approval Date:</b> June 19, 2008 <b>Policy Last Updated:</b> August 25, 2009 <b>Posted on Intranet:</b> April 14, 2010
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### **POLICY STATEMENT:**

This policy provides a set of criteria when local municipalities request York Region support for a local municipal anti-whistling by-law at railway crossings of Regional roads.

### **APPLICATION:**

The criteria provide a consistent approach to deal with requests from area municipalities for the implementation of anti-whistling within York Region.

### **PURPOSE:**

The purpose of this policy is to provide a set of criteria for area municipalities to follow when requesting support of an anti-whistling by-law at locations on Regional roads.

### **DESCRIPTION:**

This policy contains criteria for implementing anti-whistling on Regional roads that intersect railway lines.

The Region will be responsible for the cost of flashers and gates for the Regional road crossing and the cost of pedestrian gates, if required.

### **Criteria**

1. Local municipalities must make a formal request to the Region for support of an anti-whistling by-law for each individual location where a railway crosses a Regional road at-grade.
2. An anti-whistling by-law could be considered if the following are completed at the cost of the local municipality:
  - a. A safety audit is completed by a specialized safety consultant.
  - b. The safety audit is approved by Transport Canada.
  - c. An education program is developed for the affected area.

3. The whistling prohibition be implemented during night-time hours typically between the hours of 10:00 p.m. and 6:00 a.m. The Region will entertain anti-whistling by-laws from the local municipalities with different hours of restrictions as they come forward.
4. The Region will be responsible for risk and liability at train crossings on Regional roads.
5. If there are pedestrians in the area of the crossing, pedestrian gates will be installed with costs borne by the Region.

**CONTACT:**

Director, Operations, Roads Branch, Transportation Services Department

(for office use only)		
<b>APPROVAL INFORMATION</b>		
<b>CAO Approval Date: August 25, 2009</b>		
<b>Committee:</b> Transportation and Works	<b>Clause No.</b> 14	<b>Report No.</b> 6
<b>Council Approval:</b> Minute No.	<b>Page</b>	<b>Date:</b> June 19, 2008

1146244 P01/5/1



# REGIONAL EXPRESS RAIL UPDATE

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York Region Committee of the Whole

September 10, 2015 | Leslie Woo, Chief Planning Officer

James Purkis, Executive Vice President, GO Regional Express Rail

# Outline

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1. Background and Context
2. Regional Express Rail (RER) Background
3. RER in the Regional Planning Context
4. Responses to issues raised by York Region
  - Train whistle-blowing
  - Grade separation planning process
  - Station access planning
  - New stations analysis
  - Fare integration
  - Next Wave planning
5. Engagement
6. Questions and Discussion



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# Context

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- Regional Express Rail (RER) is part of a larger comprehensive regional network of rapid transit corridors
- Over the past year, ongoing meetings between Metrolinx and York Region staff have facilitated the development of the RER service concept and infrastructure plan and Metrolinx is committed to continuous engagement throughout the process of RER planning and implementation
- Metrolinx staff provided a Technical Briefing to York Region staff in May 2015
- York Region staff drafted a response affirming the RER program and posing a number of questions for further engagement
- This presentation provides background on the RER service and infrastructure program and addresses key issues raised in the York Region response document

# Current GO Rail Network

## PEAK



## OFF - PEAK



450-km +  
rail network



63 stations spread  
throughout the GTHA



all-day, two-way service  
on the Lakeshore East  
and West lines



Connections with  
17 local transit agencies



Over 90% on-time  
performance rate



48 years  
of experience

# GO RER will reduce travel times and give people more ways to get where they want to go with:

Trains up to every 15 minutes



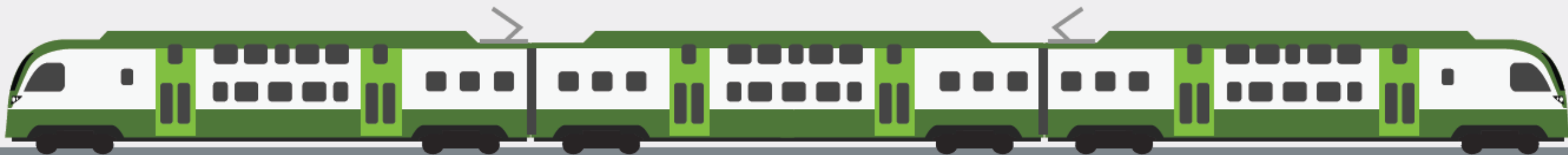
Service in both directions



More all-day service



Faster electric trains



More than

**50**

large cities across the world use Regional Express Rail systems.

Whether it's the Réseau Express Régional in Paris, the Overground in London, or NSW TrainLink in Sydney, each RER system has these basic traits:



Frequent all-day service



Uses electric trains



Runs on surface rail lines



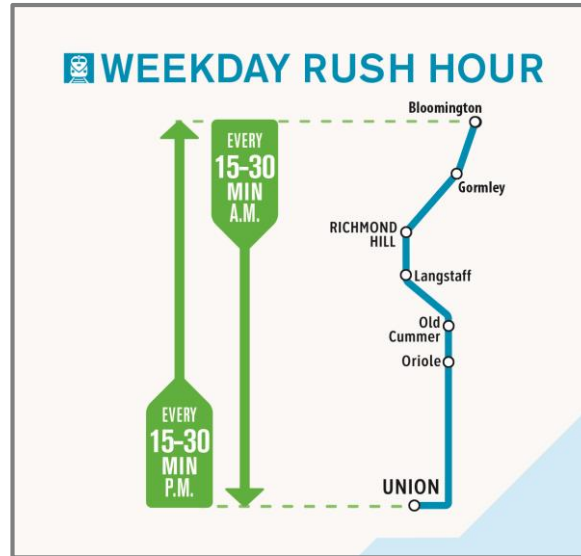
Good connections with local transit

# RER Service in York Region

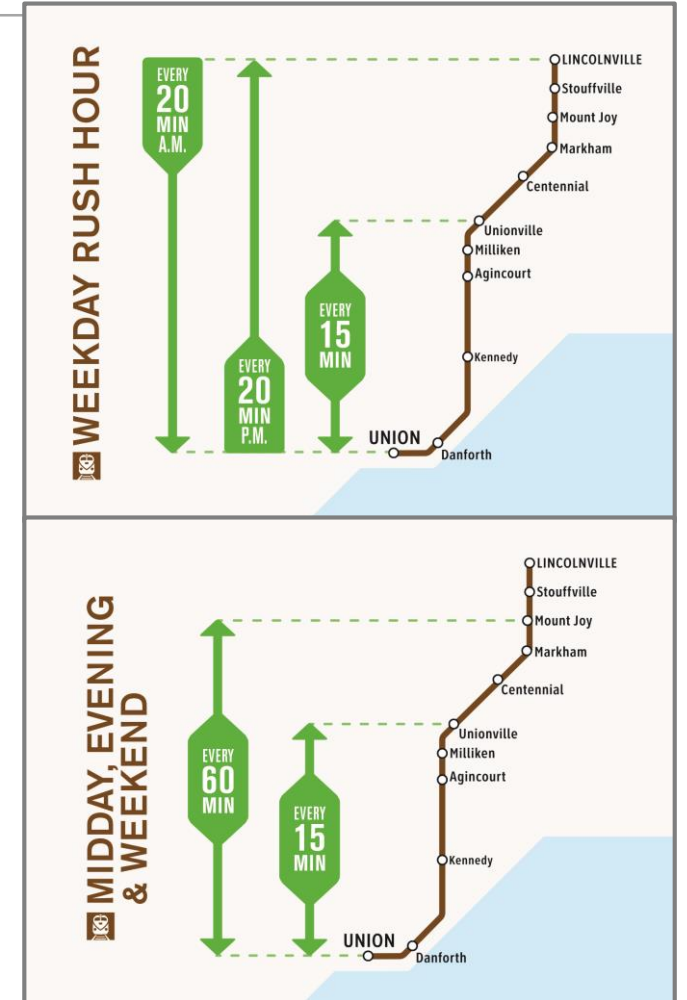
## Barrie



## Richmond Hill



## Stouffville



# Infrastructure Needs

This level of service doesn't come easy. Metrolinx is undertaking one of the largest infrastructure projects in North America to support better, more reliable service.



## New Track

150 kilometres of new dedicated GO track will allow for more uninterrupted service.



## New Trains

New electric trains will travel faster for longer and reduce travel times.



## New Bridges and Tunnels

Bridges and tunnels that eliminate intersections with rail and road traffic will provide more reliable GO train service.



## New Renovations

New and improved stations will make your journey more comfortable, from start to finish.

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# Train Whistle-Blowing Requirements

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- The 8 step procedure for eliminating the requirement to whistle is set out by Transport Canada under the Railway Safety Act
- Key steps include the following requirements:
  - Public notice by the municipality that it intends to pass a resolution that it agrees whistles should not be used
  - Assessment by the municipality and railway whether the crossing meets the Transport Canada Standards
  - If the standards are met, the municipality may pass a resolution prohibiting whistling
  - The railway notifies Transport Canada and implements whistle cessation within 30 days
  - The municipality and railway are responsible for monitoring and ensuring that the crossing continues to meet the Standards
- Metrolinx will work with the municipality, and will support whistle cessation provided the Standards are met



# Planning for Grade Separations

- Metrolinx has over 170 public road/rail at-grade crossings across all corridors, with over 60 within York Region
- The preference is to eliminate as many at-grade crossings as possible to enhance connectivity, transportation system efficiency and also address potential safety concerns
- Metrolinx is evaluating all crossings to recommend potential grade separation locations, and will work with Region of York and area municipalities to further assess these locations based on common considerations
- These discussions are expected to further inform decisions on the overall RER program

Level Crossings within York Region



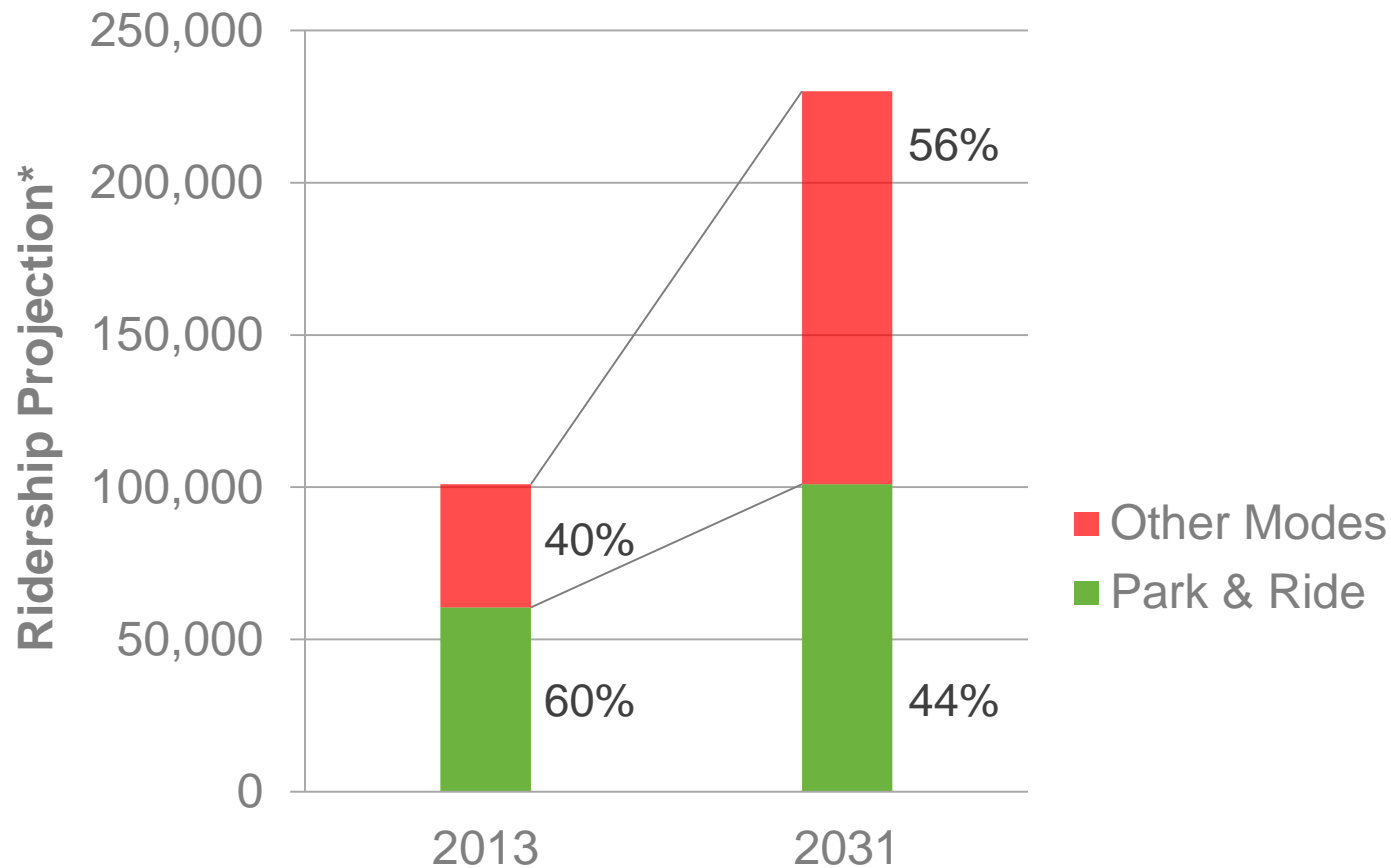
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# Grade Separations: Next Steps

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- Continue with an Environmental Assessment and Design project for the Stouffville corridor
- Determine a strategy for the Barrie and Richmond Hill corridors
- Continue to engage stakeholders on grade separation considerations

# Station Access is critical to RER's ridership potential



## Currently:

- 60 % of GO rail customers drive and park
- Most GO rail parking lots are at or near capacity
- Share of other modes, led by pick-up/drop-off and local transit, is growing
- **Successful implementation of RER will require increases to parking coupled with faster growth in use of other models**

*\*2013 ridership based on 2013 GO Rail Passenger Survey & 2031 ridership based on 2015 RER Initial Business Case*

# Station Access: Getting to and from GO services

- The “first mile” and “last mile” are crucial to RER’s success
- More frequent train trips, attracting greater numbers of passengers, will necessitate changes to the mix of modes at GO stations



## Active Transportation

- Attractive and safe walking and cycling routes
- Bicycle parking
- Bike Share services



## Local Transit

- Building on existing relationships with municipal service providers
- Opportunities to improve seamlessness and convenience (eg scheduling, routing, wayfinding)



## Drop-offs/Pick-ups

- Ensuring convenient access for “kiss and ride” users, taxis etc.
- New opportunities for dynamically-routed shuttles



## Park and Ride

- Parking supply growing, but capital intensive and cannot expand indefinitely
- Optimization initiatives (eg reserved carpool parking)

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# We are updating the GO Rail Station Access Plan to:

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- Assess impacts of RER on Station Access
- Fill research gaps and supplement analyses in all access modes:
  - Alternative parking supply and management
  - Passenger pick-up/drop-off & demand response shuttles
  - Local transit & GO bus services
  - Active transportation
- Determine station access investment needs to support RER
- Refine implementation strategy to achieve plan targets

*Update will not reopen the 2013 Plan's Policy Statement which emphasizes reducing dependency on single-occupancy vehicles that drive and park at stations.*

# Stations and the GO network

- Stations are gateways to the region, part of a network linking residents to jobs, family and play
- New stations are not funded (beyond those already planned)
- Metrolinx is already actively planning for and constructing new stations throughout the network including Gormley and Bloomington in York Region
- These stations will enhance existing service, in anticipation of RER

Markham Station



# New Station Analysis

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**Stage 1. Identifying an initial list**  
120+ sites identified using key site and network considerations

## **Stage 2. Focusing analysis**

Analyzed site factors, service considerations and historical requests, to scope list to 50+ sites

## **Stage 3. Evaluating**

Analyzed strategic, economic, technical/operational and cost/revenue considerations of 50+ sites

## **Stage 4. Municipal and Public Engagement**

Feedback and review of 50+ sites

## **Stage 5. Moving to Shortlist**

Scope sites for further analysis

## **Stage 6. Further Analysis**

Following public engagement, more detailed business case analysis will begin on shortlisted sites

# New Stations Next Steps

## Stage 4. Municipal and Public Engagement

Sept 14 Meeting with York Region:

- Background on RER and stations
- Gather local knowledge on specific sites

(Fall 2015) Public meetings:

- Discussion on methodology, criteria and process, identified locations and clusters

## Stage 5. Moving to Shortlist

(Winter 2015/16)

- Based on public engagement and continuing analysis

## Stage 6. Further Analysis

(Winter 2015/16)

- Undertake further study including business case assessment on short list

**Recommend new stations for consideration**

(Spring 2016)

- Based on results of further analysis



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# GTHA Fare Integration - Vision

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The evaluation of options is based on the draft long-term vision and goals for the GTHA fare integration strategy, developed with stakeholder input, and focusing on the customer perspective to regional transit travel.

## Vision

- The *GTHA Regional Fare Integration Strategy* will increase customer mobility and transit ridership while maintaining the financial sustainability of GTHA's transit services.
- This strategy will remove barriers and enable transit to be perceived and experienced as one network composed of multiple systems/service providers.

# Deliverables Toward GTHA Fare Integration

Intensive work with active municipal transit agency involvement has short-listed options for in-depth analysis to develop a recommended Fare Structure



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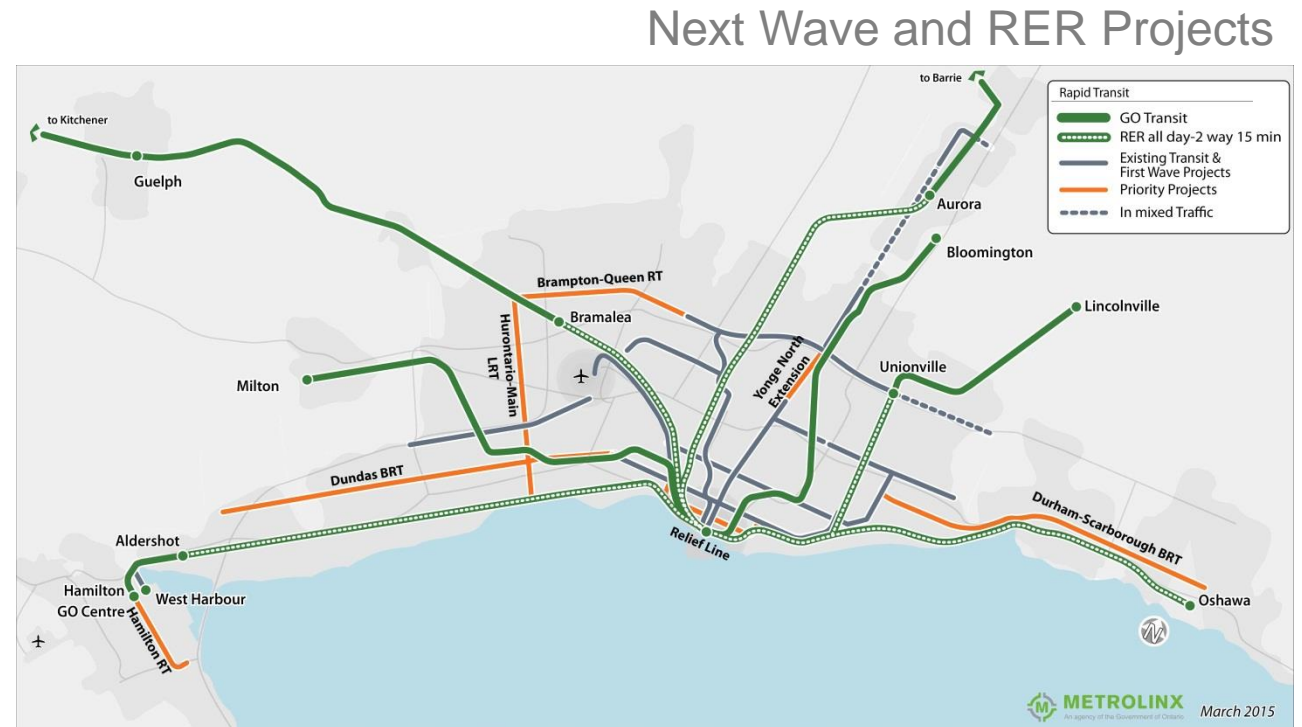
# GTHA Fare Integration: Next Steps

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- Presentation of preliminary analysis to the Metrolinx September Board of Directors
- Ongoing engagement with the Technical Advisory Committee, including York Region Transit (YRT)

# Next Wave Project Planning

- Meeting the growing transportation needs of the region requires a pipeline of projects ready to be delivered and operated as funding becomes available
- Project planning and design work will continue for Next Wave projects
- Municipal partnership is critical to project success and strategies for engagement will be tailored to the context of each individual project



The Next Wave is Metrolinx's bundle of priority projects, including the Yonge North Subway Extension to York Region

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# Engagement Plan

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Engagement with municipalities and local communities is an essential part of the GO RER program.

- **Municipal Briefings** – This fall Metrolinx is scheduling a tour of briefings for regional municipalities to provide a tailored overview and update on GO RER planning and projects. **September - October**
- **Stakeholder Forum and Corridor Committees** – next series of corridor committees will take place in **November** following the federal election. The agenda for these meetings will include a combination of items that were requested by specific tables and updates on key elements of the RER program.
- **Public engagement** - early public engagement and consultations are beginning this fall/winter, including system-wide consultations on electrification.
- **Online engagement hub, this fall** Metrolinx will be launching a new social media hub that will allow residents to receive information about projects as well participate in live forums, review questions asked by others in the community and get up-to-date information on projects on their smartphones.
- **RER Communicators Table** – Metrolinx communications will be inviting municipal colleagues to participate in a regular table discussion where briefings on key elements of the RER program and communication initiatives will be shared.

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# Questions and Discussion

**THOMSON ROGERS**

**LAWYERS**

*Stephen J. D'Agostino*  
416-868-3126  
*sdagostino@thomsonrogers.com*

**SENT BY EMAIL ONLY**

September 10, 2015

Chair and Members of Committee of the Whole  
Regional Municipality of York  
P.O. Box 147  
17250 Yonge Street  
Newmarket, Ontario  
L3Y 6Z1

Attention: Mr. Denis Kelly

Dear Sirs/Mesdames:

**Committee of the Whole, September 10, 2015**  
**Item E.2.2 York Region's Initial Response to Regional Express Rail Service Concept**  
**Our File No. 050917**

We are writing to you on behalf of Colebay Investments Inc., Highcove Investments Inc., Firwood Holdings Inc., Major McCowan Developments Limited, Summerlane Realty Corp., Brentwood Estates Inc ("CHFMSB") all of whom own land in North Markham located in the concession bordered by Major MacKenzie Drive, Elgin Mills Road East, McCowan Road and Hwy 48.

CHFMSB has been a long-time advocate for improved service levels on the Stouffville Rail Corridor including a new GO Station in the vicinity of Major Mackenzie Drive and Donald Cousens Parkway. To that end, they have sought changes to the Region's Official Plan 2010, the City of Markham's Official Plan and made submissions to both the City of Markham and GO Transit in connection with the recent Environmental Assessment concerning improvements to the Stouffville GO line. A copy of CHFMSB's submission to GO Transit dated Sept 16, 2014, confirming the EA's conclusion to double track to Mount Joy by 2020-2025 and provide for future electrification is attached for Council's information.

Council will recall that CHFMSB settled their concerns with the Region of York Official Plan 2010 and ROPA 3 by entering into Minutes of Settlement with the Region last April. Our purpose in writing to you today is to express their concern with some aspects of the staff recommendation concerning the Regional Express Rail Service Plan (“RER”).

Staff’s report concerning the RER appropriately characterizes this plan as a substantial opportunity to unlock provincial funding in order to provide the residents of the Region with enhanced GO service levels on the Barrie, Richmond Hill and Stouffville Rail Corridors. It also reports that Metrolinx’s work plan permits the Region the opportunity to substantially influence the RER including advocating new GO station locations.

CHFMSB supports the Region’s attempts to capitalize on the opportunities presented by the RER. Their concern is with the suggestion, at page 12 of the report that only one new GO station is under consideration in the Stouffville Rail Corridor. The staff report reads:

On the Stouffville rail corridor the only location under consideration is 14th Avenue, which was identified through the SmartTrack concept. The 14th Avenue station is new as it was not previously identified on Map 11 of the Regional Official Plan or 2009 TMP Update.

That advice is contrary to the Region’s commitment to CHFMSB in the Minutes of Settlement and our understanding of ongoing work as part of the Transportation Master Plan Update. In the Minutes of Settlement, the Region agreed to consider a new GO station in the vicinity of Major Mackenzie Drive and Donald Cousens Parkway as part of the ongoing Transportation Master Plan Update and, if deemed appropriate, to recommend to GO Transit and Metrolinx that a proposed GO station be located in that area.

There are many reasons why a GO station in the vicinity of Major Mackenzie Drive and Donald Cousens Parkway would benefit the Region’s interests. These include:

- The vicinity of Major Mackenzie Drive and Donald Cousens Parkway is unique in that it brings together a major Regional transportation corridor (Donald Cousens Parkway), Provincial Highway 48, and two significant Regional arterial roads with an existing GO line. As such, it represents a unique opportunity for a mixed use transit supported node anchored by a GO station;
- Major Mackenzie Drive in the vicinity of Donald Cousens Parkway is a future Regional Rapid Transit Corridor identified on Map 11 in the Regional Official Plan – 2010 thereby leveraging current Regional transportation planning and investment;

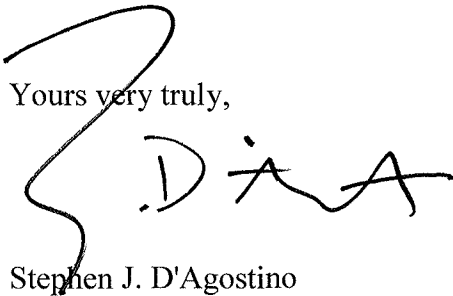


- It leverages the conclusions in the Stouffville Corridor Rail Service Expansion Environmental Assessment that the corridor be electrified and double tracked to Mount Joy in the near future; And,
- It is located in close proximity to and would service the new ROPA 3 urban expansion area to the west and Markham Road intensification area to the south.

As a result of the foregoing, CHFMSB requests that the staff recommendation be amended to include a further direction to include a GO station in the vicinity of Major Mackenzie Drive and Donald Cousens Parkway as a priority consideration for new stations within the limits of the RER service on the Barrie and Stouffville rail corridors.

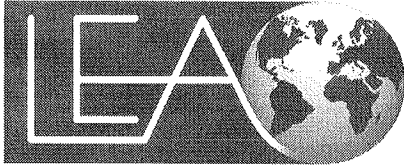
CHFMSB stands ready to work with the Region on this important item.

Yours very truly,

A handwritten signature in black ink, appearing to read 'S. D'Agostino', written over a large, stylized flourish that starts with a large loop and extends downwards.

Stephen J. D'Agostino  
*Stephen Joseph D'Agostino Law Professional Corporation*

SJD/sjd  
Enclosure



## **LEA Consulting Ltd.**

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Date: 16 September 2014

Ms. Georgina Collymore  
Communications Specialist  
GO Transit – A Division of Metrolinx  
20 Bay Street, Suite 600  
Toronto, ON  
M5J 2W3

Dear Ms. Collymore

**Re: Stouffville Corridor Rail Service Expansion Environmental Assessment**

Further to our earlier correspondence and submissions made on the above project, on behalf of landowners in North Markham, we have reviewed the final study report which now documents that:

- The intent of Metrolinx is to double track the Stouffville Rail Corridor from the Lake Shore to Mount Joy by 2020-25 (Mid-Term) and to greatly increase the number of peak period trains and to provide two-way, all day train service to Mount Joy and:
- The intent of the project is to support ridership growth and Provincial and municipal vision of urban growth management and transportation sustainability and planned future development and:
- The current EA Report is considered as the “*an important next step of an overall phased plan that will aim to fulfill improvements along the Stouffville rail corridor*” and:
- The EA study is the first step of a plan that will aim to fulfill these improvements in a phased approach to meet the Mid-Term projections and:
- The project implementation will provide for the future electrification of the railway corridor which is an important consideration in recognition of recent statements made by the Provincial Government on accelerating electrification of rail corridors in the GTA.

Based on these statements and the undertakings contained in the Final EA Report we will not be making further submissions on this phase of executing the project.

We look forward to the early implementation of the project in the time frame described in the report.

Yours very truly

**LEA Consulting Ltd.**

John Long, P.Eng.

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