



Building Markham's Future Together
Journey to Excellence

METROLINX Big Move Update

**Development Services Committee
January 22, 2013**



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Big Move

- Metrolinx's Transportation Plan for the Greater Toronto and Hamilton Area adopted in 2008
- 25 year plan (2031) estimated at \$50 billion
 - 15 year plan at \$30 billion
 - 16 to 25 year plan at \$20 billion



Projects in Progress

- \$16 Billion in projects are underway including:
 - ❑ 52 km – Light Rail Transit
 - ❑ 59 km – Bus Rapid Transit
 - ❑ 8.6 km – Subway
- In Markham:
 - ❑ Viva Hwy 7 Bus Rapid Transit – Yonge St. to Kennedy Road



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Next Wave

- The Next Wave projects is the next set of projects that Metrolinx will develop a funding strategy. It is closely aligned with the Priority Projects identified in The Big Move except for the addition of the Downtown Relief Line
- Metrolinx outlined Next Wave projects totalling \$34 billion
- Implementation schedule (to 2031) not defined
- Projects are subject to funding, under Metrolinx's Draft Funding Strategy due Spring 2013



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Big Move vs Next Wave

Projects	Big Move(2008)				Big Move Update	
	15 yrs	15 to 25 yrs	Beyond 25	Next Wave (2031)	Beyond 2031	
Yonge Subway Extension to Hwy 7	●			●		
GO Rail Expansion Richmond Hill & Stouffville Lines (Two way-all day)	●			●		
407 Transitway		●			●	
Havelock GO Services	●				●	
Steeles Ave BRT		●			●	

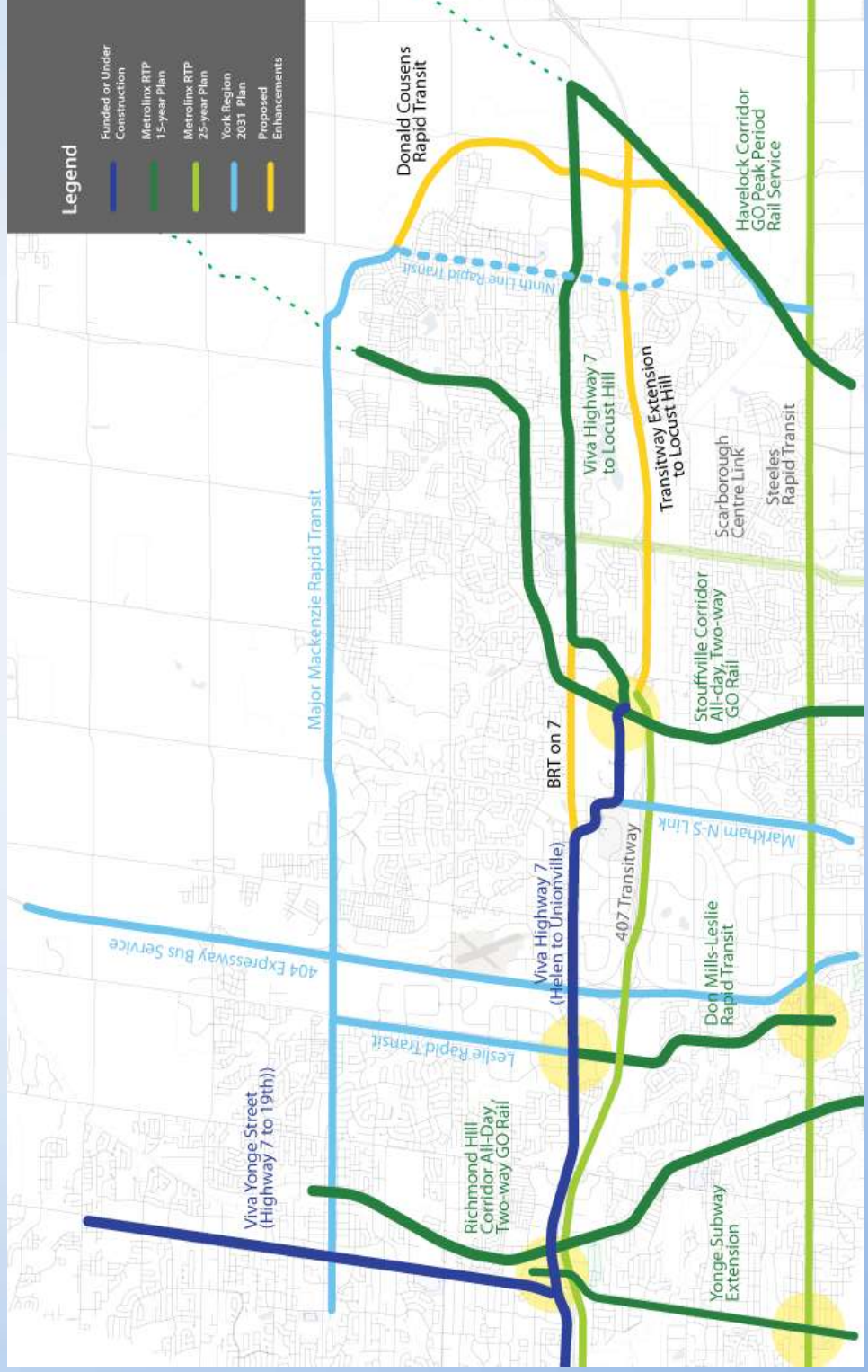


Big Move vs Next Wave

Projects	Big Move(2008)			Big Move Update	
	15 yrs	15 to 25 yrs	Beyond 25	Next Wave (2031)	Beyond 2031
Hwy 7 BRT(Kennedy to Cornell)	●				●
Leslie St/ Don Mills/ Woodbine BRT	●				●
Warden/ McCowan BRT		●			●
❖Major Mac/9 th Line BRT	Additional Project Required by ROY/COM				
❖Hwy 7 BRT-Warden to Kennedy	Additional Project Required by ROY/COM				



MTSP Recommended Transit Service





Implications:

- This is a GTA issue and not confined to Markham
- Concern transit infrastructure is not keeping pace with growth and demand
- GTA municipalities growth plans to 2031 are based largely on transit infrastructure to meet the demand

Implications:

- Lack of transit infrastructure by 2031 will lead to increasing traffic congestion at peak hours and resident/employers concerns
- Poor level of service will put pressure to widen roads from 4 to 6 lanes to provide reasonable service levels
- The Province needs to provide a transit implementation and funding strategy that accommodates Provincial growth projections
- Markham needs to review with the Region (YRT/MIVA) and GO Transit interim transit service until ultimate rapid transit system is available

Yonge Subway

- Yonge Subway extension to Richmond Hill Centre / Langstaff – Gateway remains a key priority project of Metrolinx
- Yonge Subway is in “Next Wave” of projects, but is subject to specific funding announcement
- Conceptual design has been completed (5%)
- Next Wave places conditions for Yonge Subway
 - Downtown Relief Line (\$7.4B)
 - Yonge - Bloor Station Capacity Improvements
 - Automatic Train Operation/Automatic Train Control
- York Region continues to work with Metrolinx and TTC to advance Yonge Subway (Benefit Cost Analysis, Richmond Hill train storage yard, land uplift capture study, funding options for Project Development & Environmental Studies)
- ± \$100m funding commitment needed to advance design



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Highway #7 BRT

- Construction of BRT is currently underway on Highway 7
- VIVA has Infrastructure Ontario funding to extend BRT on Simcoe Promenade from Birchmount Road to the Unionville GO Station
- Construction of BRT through Markham Centre to Mobility Hub anticipated to commence by 2016
- Staff to finalize the road network in the area and report back to committee in June 2013 so VIVA can proceed with design late 2013

Next Steps:

- Draft Resolution attached
- Staff update the MTSP Transit Plan to 2031
- Staff continue to work with the Region and Metrolinx to provide a transit system to accommodate growth to 2031
- Markham comments to Metrolinx on the Big Move update by early Feb 2013
- Staff will report back to committee regarding transportation implications, draft official plan policy re phasing and phasing options for Council's consideration
- Draft Metrolinx Investment Strategy by Spring 2013