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JANE STREET LIGHT RAIL TRANSIT FROM STEELES AVENUE TO HIGHWAY 7 TRANSIT PLANNING – STATUS UPDATE

The Rapid Transit Public/Private Partnership Steering Committee recommends the following:

- 1. Receipt of the presentation by Paul May, Director, Infrastructure Planning; and**
- 2. Adoption of the recommendation contained in the following report dated April 30, 2009, from the Vice President, York Region Rapid Transit Corporation, the Commissioner of Planning and Development Services and the Commissioner of Transportation Services.**

1. RECOMMENDATION

It is recommended that:

1. The Regional Clerk forward a copy of this report to the Clerks of the City of Vaughan and City of Toronto, and to Metrolinx and the TTC.

2. PURPOSE

This report updates Committee and Council on the status of the planning for LRT in the Jane Street corridor north of Steeles Avenue.

3. BACKGROUND

Metrolinx approved the Regional Transportation Plan in November 2008, including the Jane Street LRT

On November 28, 2008, the Metrolinx Board of Directors adopted the Regional Transportation Plan (RTP) named *The Big Move: Transforming Transportation in the Greater Toronto and Hamilton Area*. The Metrolinx RTP includes a plan to build more than 120 kilometres of rapid transit, including an LRT line in the Jane Street corridor from the Vaughan Corporate Centre to the Bloor Subway. The project is identified in the 15-year plan of the Metrolinx RTP.

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Toronto is currently undertaking the preliminary planning for the transit project and have completed one round of public consultation in August 2008 (background information from the PCC is available on Toronto's website). Following the preliminary planning phase, Toronto will be commencing the 6-month Transit Project Assessment Process, scheduled to begin this year.

The York Region Transportation Master Plan update identifies rapid transit in the Jane Street corridor from Steeles Avenue to Major Mackenzie Drive

The project is part of a comprehensive rapid transit network proposed in the Transportation Master Plan update that will support sustainable urban growth and intensification.



4. ANALYSIS AND OPTIONS

Additional consultation is required to determine the full extent of rapid transit needs on Jane Street

As noted in the Background section above, the full extent of rapid transit in the Jane Street corridor is still evolving.

Toronto's Plan proposes that the Jane Street LRT extend from the Bloor Subway and turn east on Steeles Avenue to connect to the Spadina Subway extension at the planned Steeles West Station. The Metrolinx RTP includes an LRT line in the Jane Street corridor from the Vaughan Corporate Centre to the Bloor Subway. The York Transportation Master Plan update identifies rapid transit in the Jane Street corridor from Steeles Avenue to Major Mackenzie Drive. The overlap in the various planned transit network improvements in this area require that the alternatives be examined in a coordinated fashion.

Staff will be consulting with staff from Metrolinx, Toronto, TTC and the City of Vaughan over the next several weeks to develop a comprehensive strategy for rapid transit in the Jane Street corridor and will report back to Committee as soon as possible.

The Jane Street LRT study needs to be closely coordinated with the ongoing Spadina subway extension

Introduction of LRT on Jane Street has implications for coordinating route planning with Toronto and the TTC and station designs on the Spadina Subway extension. It is desirable, while the Spadina Subway is under construction and Vaughan's Corporate Centre is developing and Toronto is moving its Transit City plan forward, that York Region take advantage of this opportunity to create a truly connected and efficient transit hub by undertaking the planning, functional design and the Transit Project Assessment Process.

The current York Region 10 year capital plan includes plans for Jane Street to be widened from 4 lanes to 6 lanes, including HOV lanes and bike lanes

The planned widening of Jane Street was anticipated to be in accordance with the York Region Great Streets cross-section, which may not accommodate an LRT right-of-way between Steeles Avenue and Highway 7. The Road EA has been put on hold pending an assessment of a possible Jane Street LRT or BRT.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

The proposed Jane LRT will connect to multiple modes of transit in the City of Vaughan and will be a significant enhancement to transit service for area residents, commuters and for the extensive employment and housing planned in this area. The planning for the Jane LRT will be conducted in consultation with the City of Vaughan and the City of Toronto.

7. CONCLUSION

The full extent of rapid transit in the Jane Street corridor is still evolving and needs to be resolved in order to ensure that other infrastructure, including the Spadina Subway extension and road improvements on Jane Street, can be appropriately designed to accommodate rapid transit needs on Jane Street.

Staff will be consulting with staff from Metrolinx, Toronto, TTC and the City of Vaughan over the next several weeks to develop a comprehensive strategy for rapid transit in the Jane Street corridor and will report back to Committee as soon as possible.

For more information on this report, please contact Mary-Frances Turner, Vice President of the York Region Rapid Transit Corporation at 905-886-6767, Ext. 2226.

The Senior Management Group has reviewed this report.