



**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)
WESTON ROAD TO HIGHWAY 7**

YORK REGION

APPENDIX C: CONSULTATION RECORD

PART 9: Metrolinx Meeting Minutes

TABLE OF CONTENTS

Public Consultation

PART 1

Notice of Commencement.....	4
Open House #1 Report.....	163

PART 2

Open House #2 Report.....	4
---------------------------	---

Correspondence Record

PART 3

CN Correspondence.....	4
MTO Correspondence.....	38
Metrolinx Correspondence.....	77
City of Vaughan Correspondence.....	102

PART 4

TRCA Correspondence.....	4
MECP Correspondence.....	35
MNRF Correspondence.....	63

PART 5

York Region Internal Stakeholder Correspondence.....	4
Interested Groups Correspondence.....	53

PART 6

Utility Correspondence.....	4
Indigenous Community Correspondence.....	9
Property Owner Correspondence.....	34

TABLE OF CONTENTS

Meeting Minutes

PART 7

CN Meeting Minutes.....4

PART 8

MTO Meeting Minutes.....4

PART 9

Metrolinx Meeting Minutes.....4

PART 10

City of Vaughan Meeting Minutes.....4

PART 11

TRCA Meeting Minutes.....4



**LANGSTAFF ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)
WESTON ROAD TO HIGHWAY 7**

YORK REGION

METROLINX MEETING MINUTES

Date: January 20, 2017
 2:00 p.m. to 3:00 p.m.
Location: Metrolinx Office, 20 Bay Street,
 CI Project Room (20D)

Project Number: 3216079
Project: Langstaff Road EA –
 Weston Road to Highway 7

Purpose: Meeting #1 with Metrolinx

Attendees:
 Bruce Sevier
 Brian Wolf
 Tim Kwan
 Neil Ahmed
 Katherine Jim
 Jian Guan

Agency
 Metrolinx
 York Region
 York Region
 MMM
 MMM
 MMM

FINAL

Item	Details	Action By
ITEM 1 –	INTRODUCTIONS	
1.1	Those at the meeting were introduced. N. Ahmed, MMM, provided a brief study overview and background information, noting that the purpose of the meeting is to provide an introduction of the project , review key issues and constraints associated with the potential Langstaff Road grade separation with GO Transit Barrie Line within the overall project.	
ITEM 2 –	PROJECT OVERVIEW AND BACKGROUND	
	Key components of EA:	
2.1	Improvements to Langstaff Road	
	<ul style="list-style-type: none"> The need to widen Langstaff Road from 4 to 6 lanes between Weston Road and Highway 7 was identified in the York Region’s <i>Transportation Master Plan (TMP) Update (2016)</i>. 	
2.2	Langstaff Road Interchange at Highway 400	
	<ul style="list-style-type: none"> Langstaff Road currently has a partial interchange with Highway 400 to and from the south. The potential implementation of a full interchange is a key component of the study and it is a very important component to the overall transportation planning of York Region. 	
2.3	Langstaff Road grade separation with GO Transit Barrie Line:	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> The warrant for a grade separation at the GO Transit crossing / Langstaff Road, east of Keele Street will be determined as part of the EA Study. 	
2.4	Langstaff Road extension at CN MacMillan Yard:	
	<ul style="list-style-type: none"> Various Langstaff Road crossing alternatives at the CN Rail MacMillan Yard were developed as part of the <i>Vaughan Metropolitan Centre (VMC) and Surrounding Areas Transportation Study</i>. The current study will take into consideration the previously developed conceptual alternatives and develop alignment alternatives for analysis and evaluation. A preferred crossing alignment will be identified through the EA Study. 	
ITEM 3 –	LANGSTAFF ROAD Grade Separation with GO Transit Barrie Line	
3.1	Need and Timing for the Grade Separation	
	Metrolinx noted that there is very little downtime for the GO Transit Barrie line, especially considering the planned increase in service along the Barrie corridor.	
3.2	Geometric Requirements	
	Metrolinx to provide the contact person from the Electrification Group and the vertical clearance requirement for the future track electrification.	Metrolinx
ITEM 4 –	GO Transit Barrie Line	
4.1	<ul style="list-style-type: none"> Metrolinx noted that currently the Barrie GO line operates primarily on a single track running from Union Station in the City of Toronto to Allandale Waterfront GO Station in the City of Barrie. Metrolinx is currently undertaking a Environmental Assessment (EA) study for the Barrie Rail Corridor Expansion (BRCE) project that includes: <ul style="list-style-type: none"> Provision of a second track between Lansdowne Avenue in Toronto and to Allandale GO Station; Provision of a third track between north of St. Clair Ave. in Toronto to Aurora GO Station in the Town of Aurora; 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none"> ○ Upgrades to existing GO stations; and ○ A new layover facility in the Town of Bradford West Gwillimbury for overnight storage of trains. ● The BRCE will be implemented in different phases and the first phase of the project will be carried out over the next 10 years. Phase One includes: <ul style="list-style-type: none"> ○ Detailed design and construction of a second track to Aurora GO Station; ○ Upgrades to Rutherford, Maple, King City and Aurora GO Stations; and ○ A new layover facility in the Town of Bradford. ● As part of Phase One of the BRCE project, the Metrolinx Regional Express Rail service expansion along the corridor over the next 10 years will include: <ul style="list-style-type: none"> ○ All-day, two-way 15-minute service between Aurora GO Station and Union Station; ○ Peak period, peak direction 30-minute or better service between Allandale Waterfront GO Station and Union Station; ○ Off-peak, two-way 60-minute service or better between Allandale Waterfront GO Station in Barrie and Union Station; and ○ Electrification of the entire Barrie rail corridor. ● Metrolinx noted that a passing track that crosses Langstaff Road at grade was recently constructed as part of the additional passing track from Steeles Avenue to south of Rutherford Road. This track will ultimately become the second track as part of the BRCE project. ● Metrolinx noted that the property requirement for the track expansion should be identified as part of the study. 	
ITEM 5 –	ONGOING CONSULTATION WITH METROLINX	
5.1	<p>K. Jim noted that Metrolinx’s involvement throughout study as follows:</p> <ul style="list-style-type: none"> ● Spring 2017: Collect background info ● Spring 2017: Identify problems and opportunities ● Fall/Winter 2017: Consult in regards to the analysis and 	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	evaluation of alternatives <ul style="list-style-type: none"> ○ Evaluate impacts to the GO Transit crossing • Spring 2018: Select the preferred alternative • Spring 2018: Discuss construction staging related issues in relation to the potential grade separation 	
ITEM 6 –	PROJECT SCHEDULE	
6.1	K. Jim noted that Open House #1 is tentatively scheduled for Spring 2017 and Open House #2 is scheduled for Spring 2018. The study is anticipated to be completed by the end of 2018.	
ITEM 7 –	NEXT STEPS / OTHER BUSINESS	
7.1	B. Sevier to provide the contact person from Metrolinx regarding the project. <i>[Post Meeting Note: Randal Dreise is the new contact person from Metrolinx based on the email received on January 23, 2017.]</i>	
7.2	Metrolinx to provide future plans for the Langstaff rail crossing. <i>[Post Meeting Note: Drawings were received on Feb 9, 2017.]</i>	

Any omissions or errors in these notes should be forwarded to the author immediately.

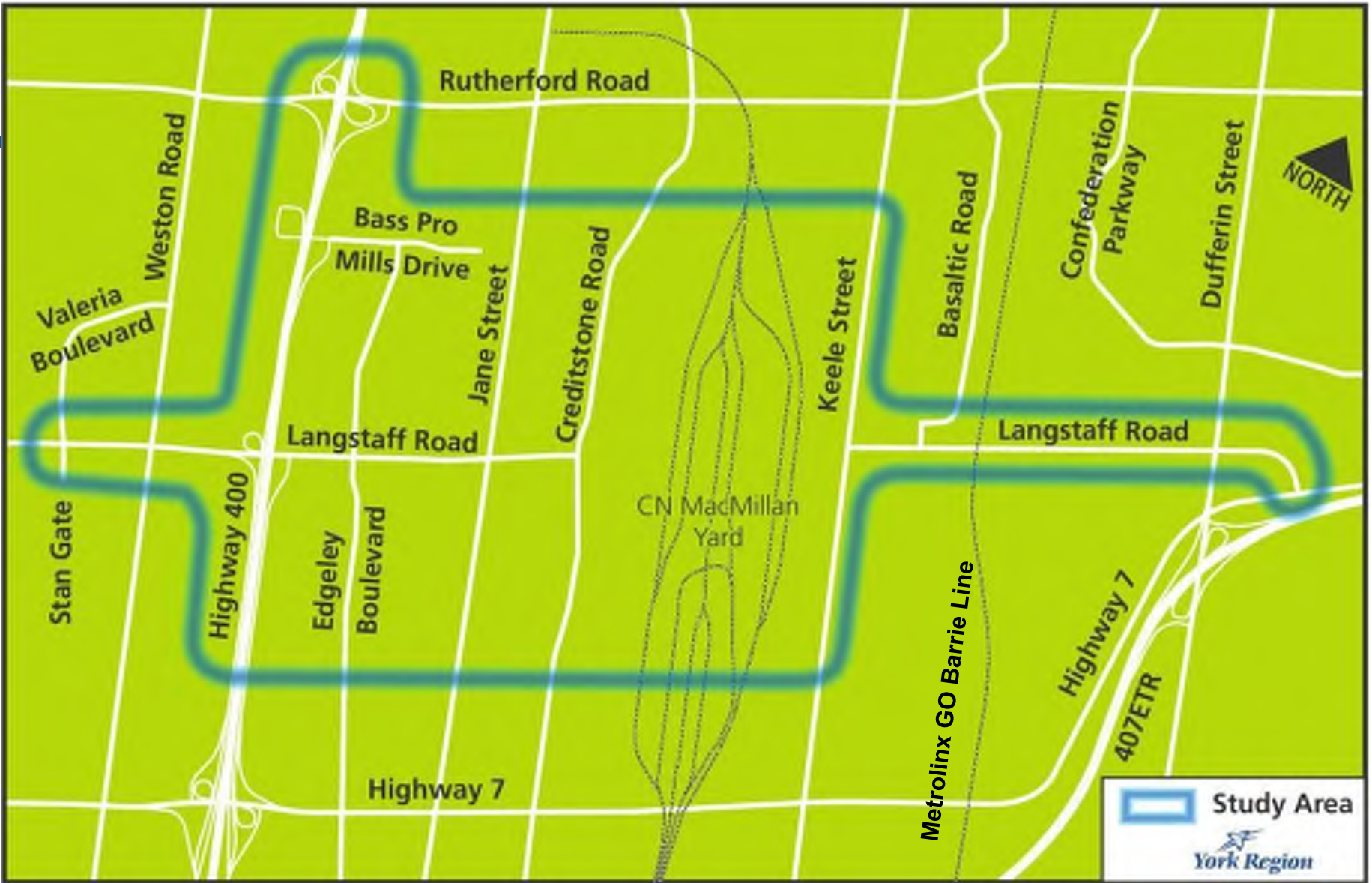
Langstaff Road
Class Environmental Assessment Study
Weston Road to Highway 7

Metrolinx Meeting 2
January 19, 2018

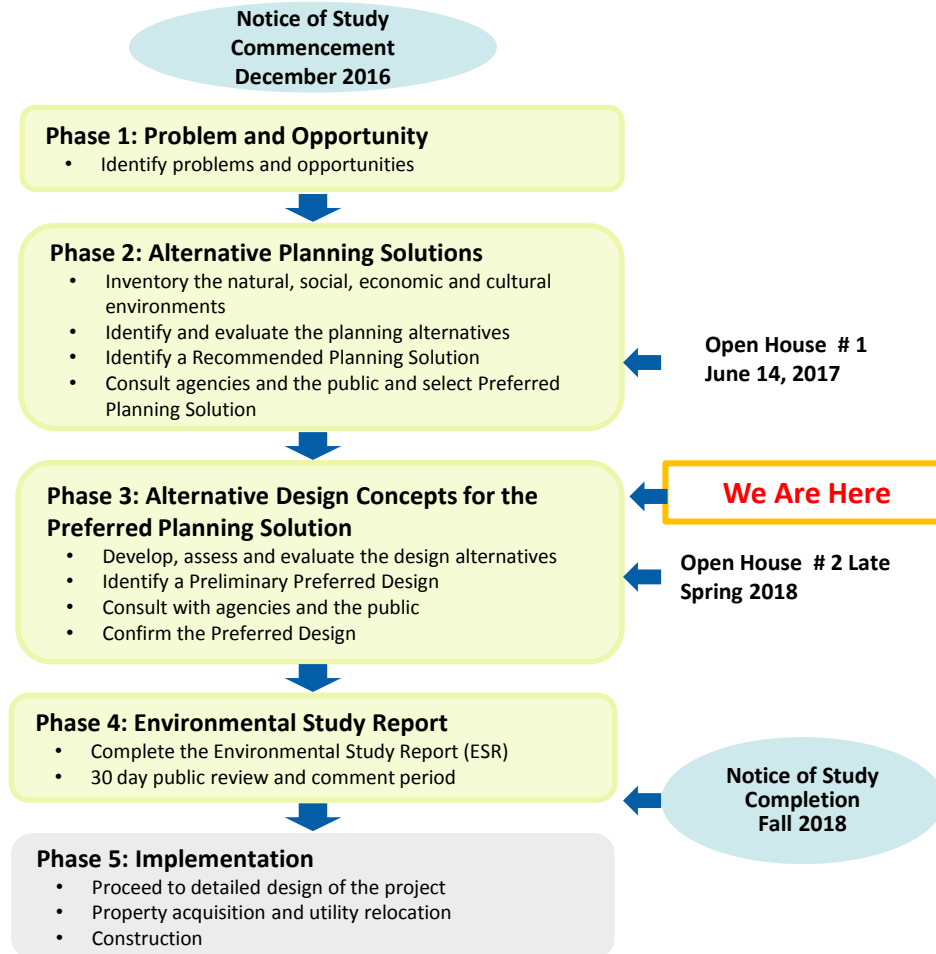


Agenda

- EA Study Status
- Need and Justification
- Langstaff Road Proposed Improvements
- Langstaff Road Widening
- Langstaff Road Grade Separation
- Langstaff Road / CN Crossing
- Langstaff Road / Hwy 400 Interchange
- Next Steps



Environmental Assessment Study Process

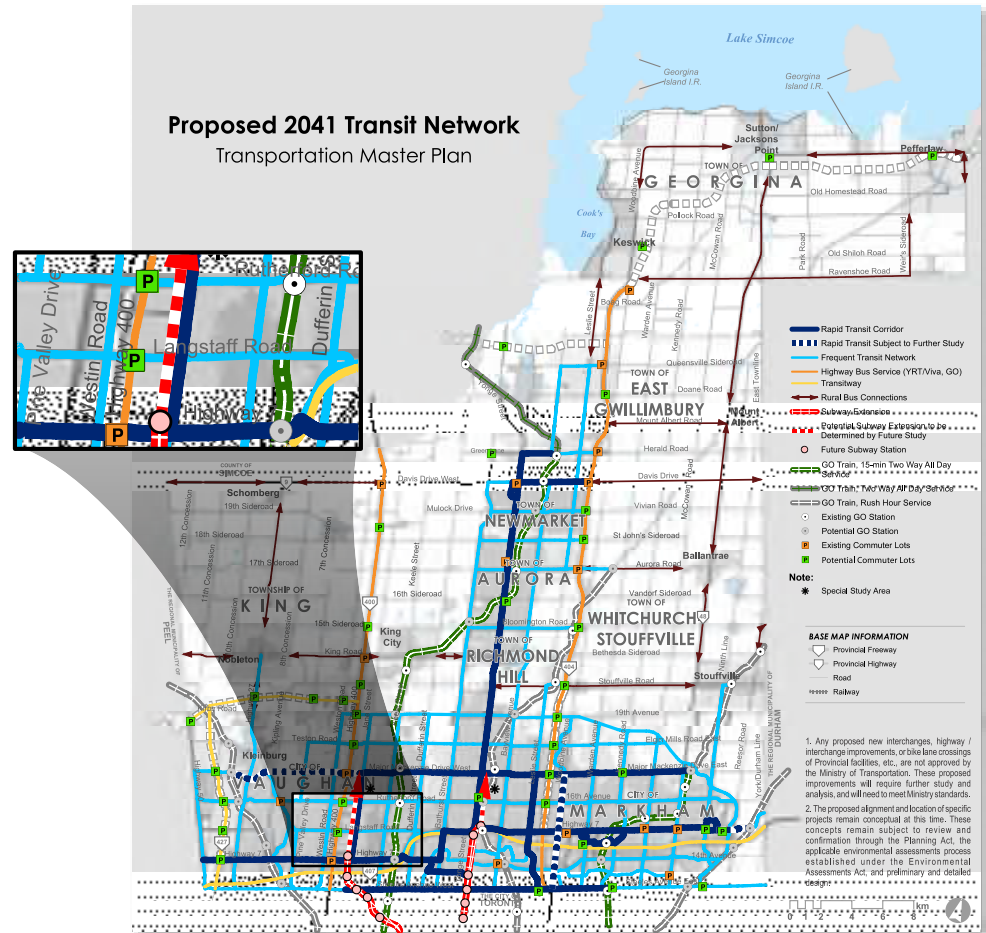


Connecting the Transit Network

The Region's transit network includes the following key components:

- **Rapid transit corridors:** Major Mackenzie Drive, Highway 7, Steeles Avenue, Jane Street, Yonge Street, and Leslie Street.
- **Regional Express Rail:** Metrolinx improvements.
- **Frequent Transit Network:** operate at frequencies of 15 minutes or less.

Langstaff Road is identified as part of the Frequent Transit Network

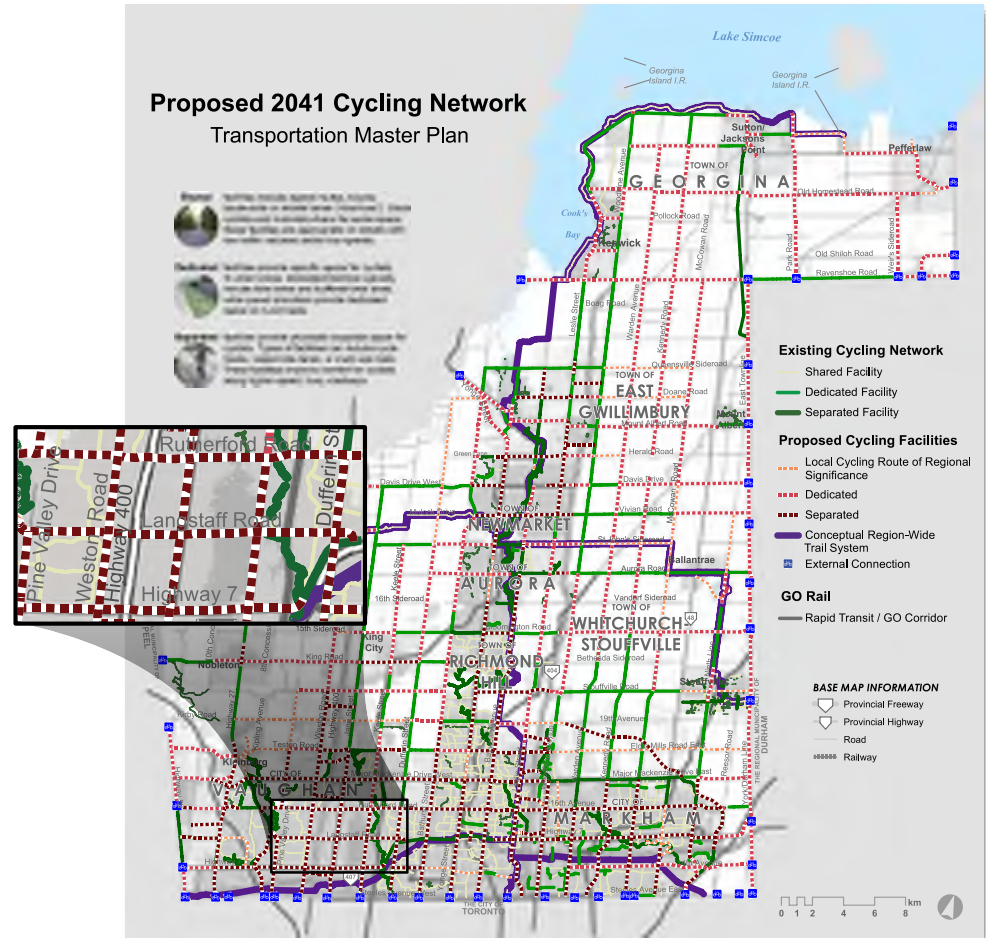


Growing Cycling Network

The Region will grow the cycling network by integrating active transportation in urban areas:

- **Strategic Cycling Network:** Linking existing and future planned facilities
- **Address Sidewalk Gaps:** to improve connections to transit stations and destinations.
- **New Design Approaches:** To improve safety, comfort and convenience of cyclists a

Langstaff Road is identified for a separated facilities for cycling (i.e. multi-use trail or bike lanes)

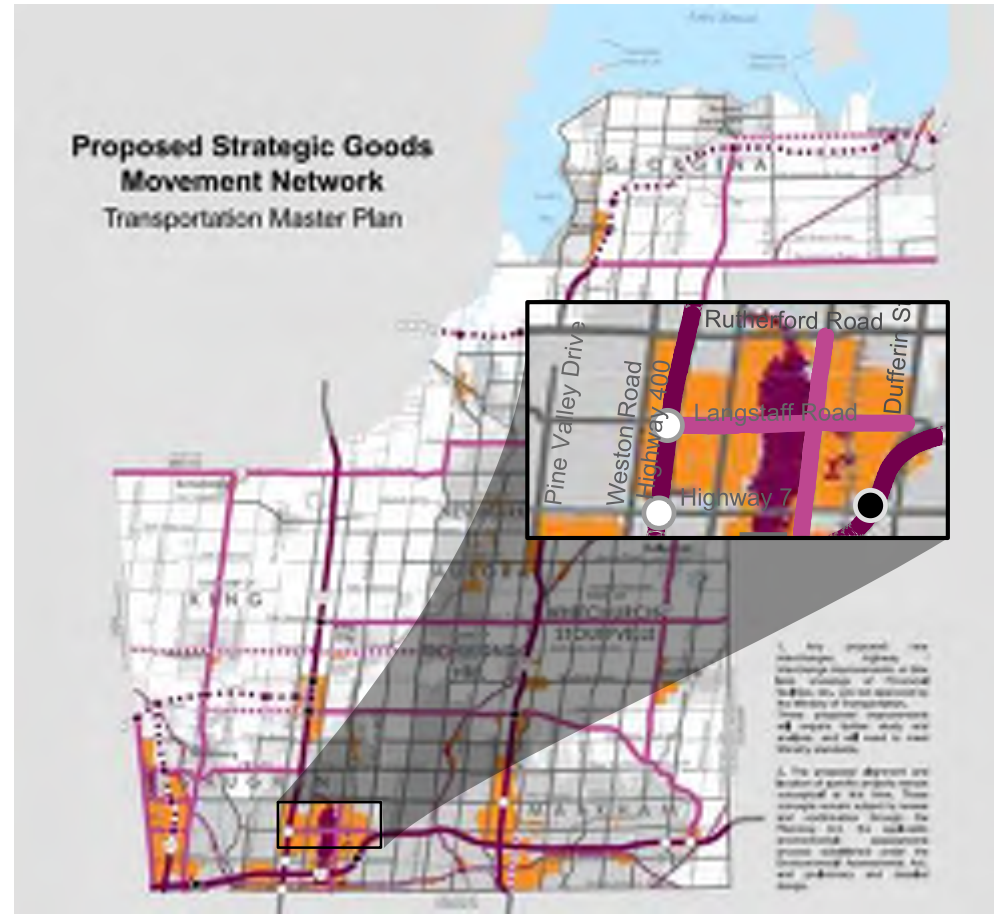


Supporting Goods Movement

Regional Strategic Goods Movement Network tiers:

1. Highway goods movement corridor
2. Primary arterial goods movement corridor
3. Secondary goods movement corridor

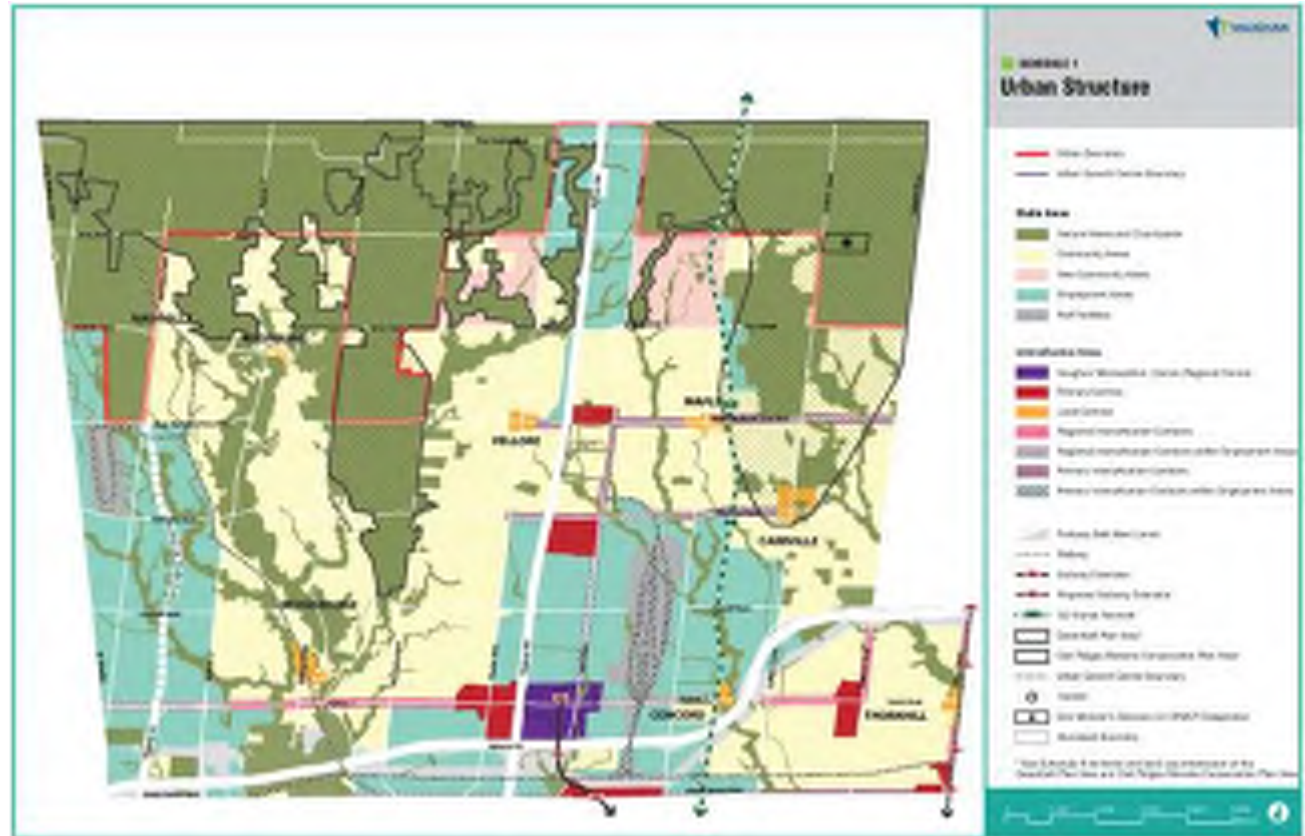
Langstaff Road is identified as a **Primary Arterial Goods Movement Corridor** between Highway 400 and Dufferin Street and is surrounded by employment areas



Growth in the City of Vaughan

A number of **growth centres** in close proximity to the study area:

- Vaughan Metropolitan Centre
- Vaughan Mills Centre
- Concord GO Centre
- Weston Road / Highway 7
- Carrville Centre



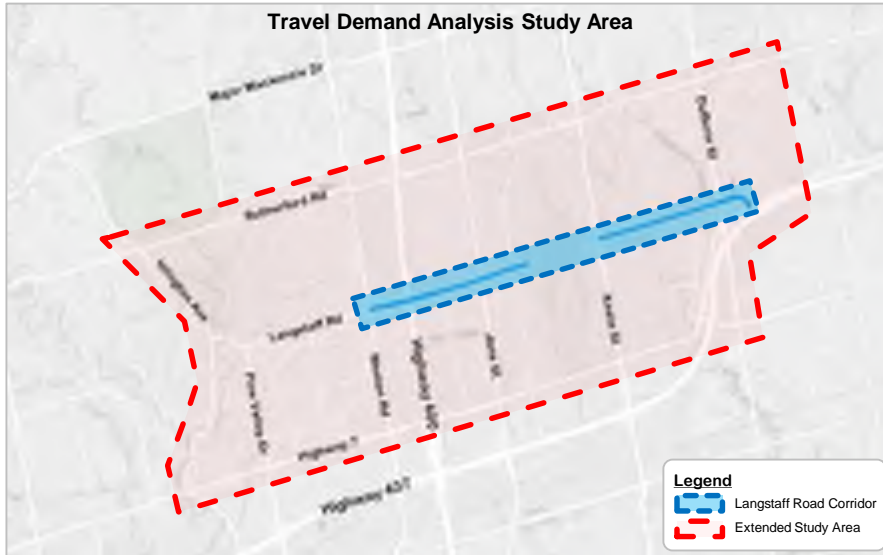
Traffic Demand Analysis – Langstaff Road Improvement Scenarios

Scenario (Year 2041 AM)	Existing Langstaff Road	Langstaff Link across CN Yard	Highway 400 Interchange
1: Base Case (Do Nothing)	No Change	No Link	No Change
2: Langstaff Road East Improvements	4 GPLs (between Keele Street & Dufferin Street)	No Link	No Change
3: Widen Langstaff Road with HOV Lanes and construct Langstaff Road Link	4 GPLs +2 HOV Lanes	4 GPLs +2 HOV Lanes	No Change
4: Widen Langstaff Road with HOV Lanes, construct Langstaff Road Link and Highway 400 Interchange Improvements	4 GPLs +2 HOV Lanes	4 GPLs +2 HOV Lanes	Convert to Full Interchange
5: Widen Langstaff Road with GPLs only, construct Langstaff Road Link and Highway 400 Interchange Improvements	6 GPLs	6 GPLs	Convert to Full Interchange

GPL = General Purpose Lane

HOV = High Occupancy Vehicle

Travel Demand Analysis – Methodology



- **Travel Demand Analysis** was conducted to establish road network improvement needs using the York Region Travel Demand Forecasting Model.
- A **Screenline** is a linear feature that is used to evaluate cumulative travel demand of similar roadway facilities crossing such features.
- A **volume to capacity (V/C) ratio** is established by comparing the cumulative travel demand to available screenline capacity, which provides an indication of how well a specific corridor/screenline is operating.

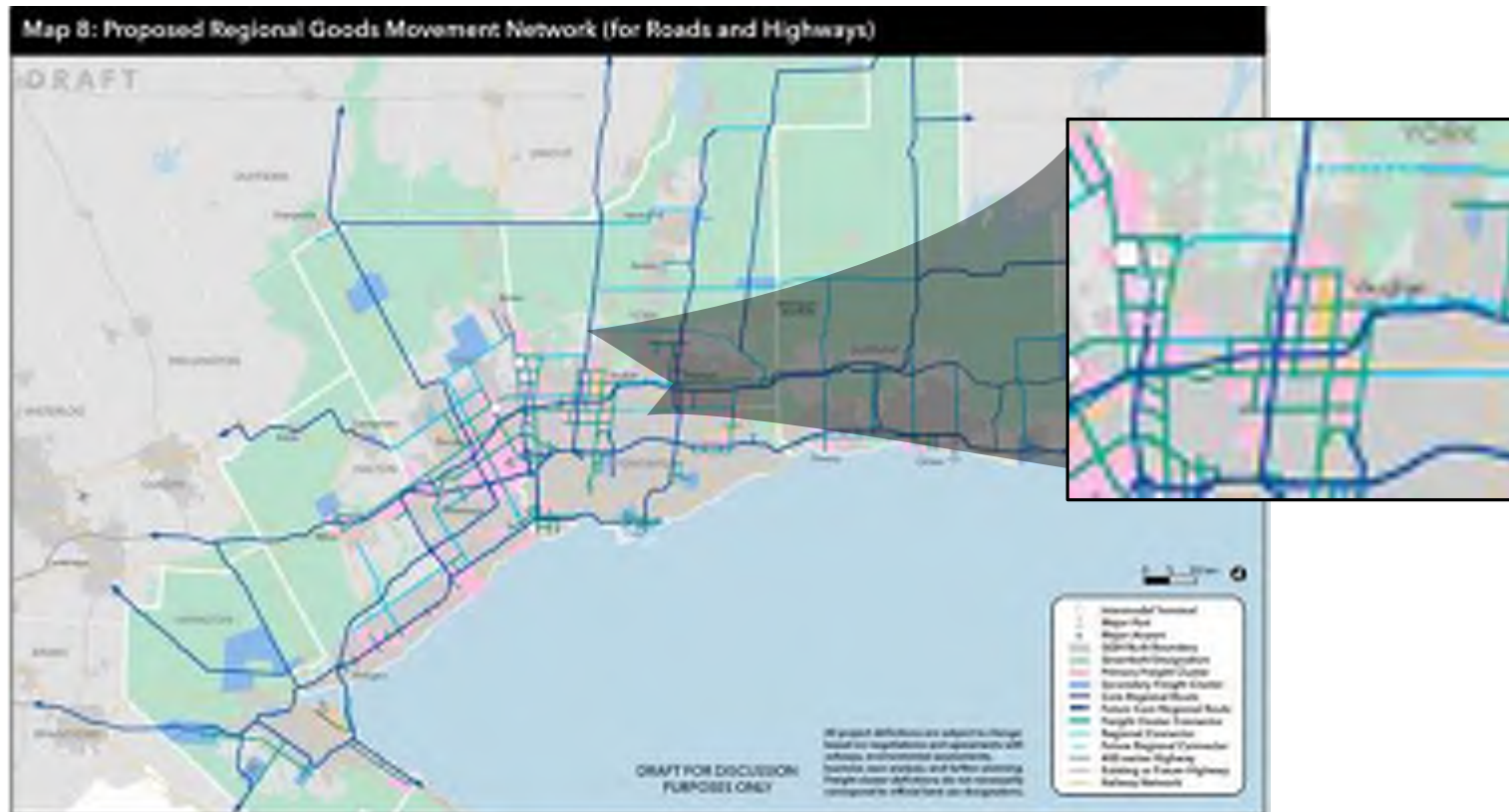
Travel Demand Analysis Results

	Existing (2016) Conditions	Future (2041) Conditions				
		Scenario 1 (Base Case)	Scenario 2 (Widen Langstaff Road East to 4GPL)	Scenario 3 (Widen Langstaff Road to 4GPL+2HOV + Langstaff Road Link)	Scenario 4 (Scenario 3 + Hwy 400 Interchange Improvements)	Scenario 5 (Widen Langstaff Road to 6GPL + Langstaff Link + Hwy 400 Interchange Improvements)
N-S Screenline V/C						
1. East of Weston Rd	0.93	1.03	1.03	1.01	1.03	1.01
2. East of Hwy 400	0.85	0.96	0.96	0.96	0.96	0.94
3. At CN Rail Yard	1.06	1.15	1.16	1.01	1.01	0.98
4. West of Dufferin St	0.95	1.02	0.96	0.99	0.99	0.97
Link V/C @ CN Yard						
Rutherford Rd	1.25	1.22	1.22	1.07	1.07	1.06
Langstaff Rd	-	-	-	1.00	1.00	0.95
Highway 7	0.94	1.09	1.08	0.97	0.97	0.95

Scenario 5 will not only provide additional vehicular capacity, but it is also expected to improve traffic operations within the study area considering the corridor has higher share of commercial vehicles and number of commercial entrances.

Metrolinx Draft Regional Transportation Plan

- Langstaff Road as Freight Cluster Connector



Source: Metrolinx Regional Transportation Plan, Draft for Consultation September 2017

Metrolinx – Barrie Rail Corridor Expansion

- Future bi-directional service and increased frequency



Figure ES-2: Future GO Barrie Service Plan¹

¹ Peak Period: Weekday trains arriving at Union Station between 6:30 A.M. and 9:30 A.M. or departing from Union Station between 3:30 P.M. and 6:30 P.M.

Source: Barrie Rail Corridor Expansion Project, Environmental Project Report August 2017

Langstaff Road – Metrolinx Barrie Line

- A grade separation is warranted if the Exposure Index (EI) results in a certain threshold value (200,000+).

$$EI = \text{Annual Average Daily Traffic} \times \# \text{ Trains}$$

$$EI (\text{Existing 2015}) = 18,125 (\text{AADT}) \times 15 (\text{GO Train})$$

$$EI (\text{Existing}) = 271,877$$

- A grade separation between Langstaff Road and the Metrolinx Barrie Line is warranted under existing conditions based on the EI calculation.
- It is anticipated that the EI will be even higher in the future due to increased traffic volume and a greater number of GO Train as part of the RTP.

Needs and Justification

The **problems** and **opportunities** identified for Langstaff Road are summarized here:



Recommended Planning Solution

- **Add New Lanes:** Widen Langstaff Road
- **Langstaff Road Connection:** Construct Langstaff Road link across the CN MacMillan Yard.
- **Highway 400 Interchange Improvements:** Convert Highway 400/Langstaff Road Interchange to a full-move interchange
- **Grade Separation:** Construct grade separation at Langstaff Road / Barrie GO Line
- **Intersection Improvements:** Turning lanes, traffic signal timing optimization, etc.
- **Alternative Modes of Transportation:** Provision of or improvements to pedestrian and cycling facilities. Improvements to transit system (e.g. improved transit amenities)



Design Considerations

A number of key constraints and design elements will be considered:

- Impacts to adjacent properties and access
- Existing and future land uses
- Road design and intersection requirements
- Highway 400 / Langstaff Road Interchange design requirements
- CN MacMillan Yard crossing options
- Railway crossing options (overpass vs. underpass) at Barrie GO Line
- Impacts to natural features
- Drainage of roadside areas
- Major utilities within the study area
- Streetscaping
- Type of active transportation facilities to be provided



Langstaff Road Widening

- Widening Langstaff Road from 2 to 6 lanes between Weston Road and Dufferin Street based on best-fit alignment to minimize property impacts.

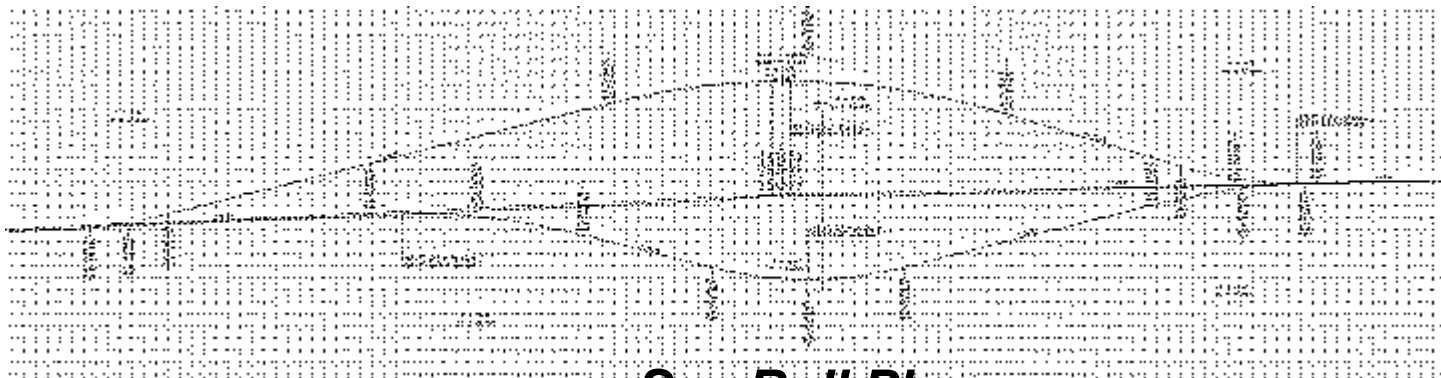


Langstaff Road EA – Weston Road to Highway 7 – Finalized Proposed Cross Section



Langstaff Road / Barrie GO Grade Separation

- Overpass vs. underpass options being considered for the Langstaff Road / Barrie GO grade separation



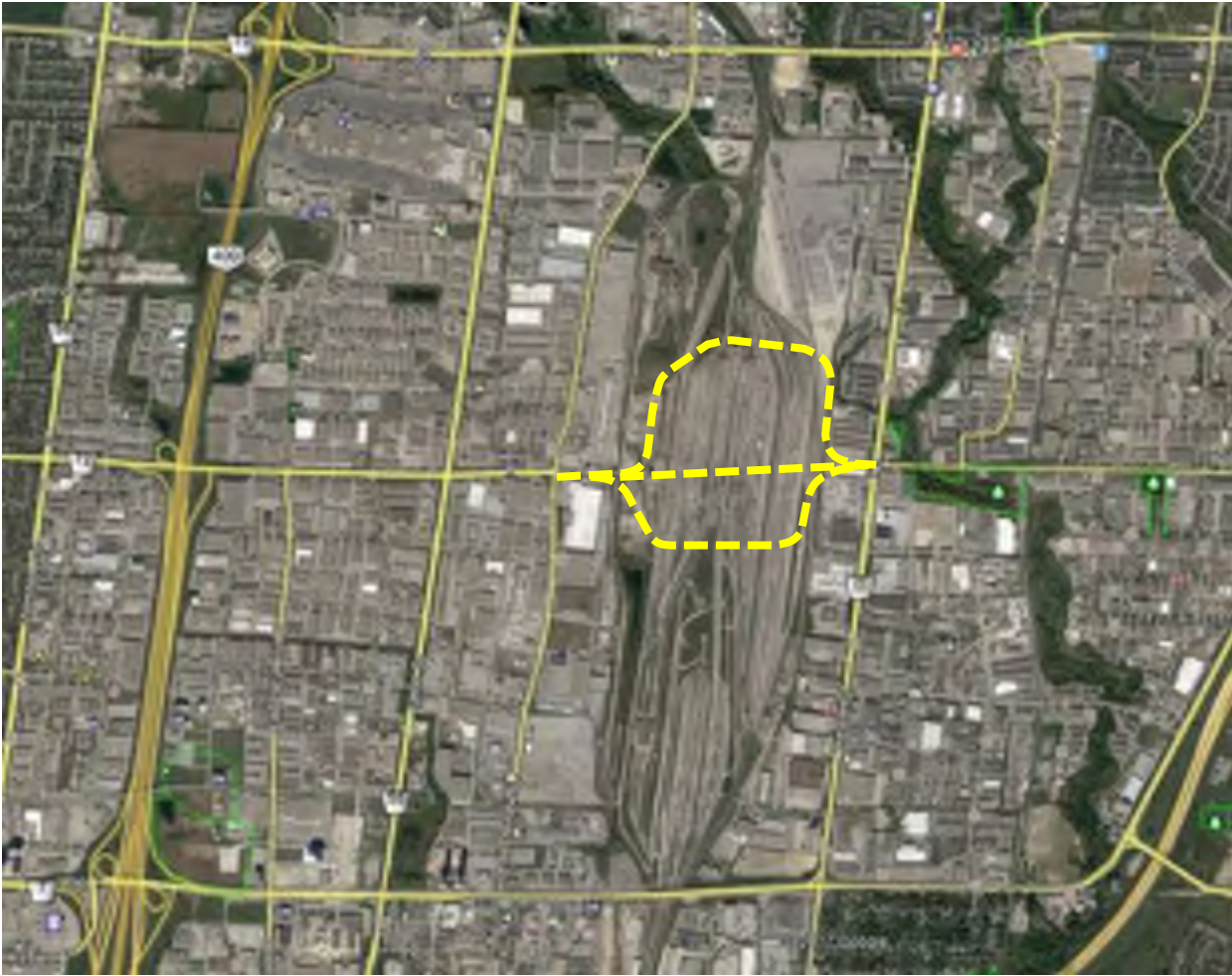
See Roll Plan

Overpass vs. Underpass

Consideration	Overpass	Underpass	Preferred Alternative
Road Design (Plan and Profile)	<ul style="list-style-type: none"> • 9.4 m vertical clearance from the base of the rail track to the top of the pavement on the structure (including 7.4 m vertical clearance requirement for future electrification.) • Road grade is 5% to the west and 6% to east of the overpass. 	<ul style="list-style-type: none"> • 7.0 m vertical clearance from base of the rail track to the top of road. • Road grades are at 5%. 	Same – Underpass or Overpass
Property Impact	<ul style="list-style-type: none"> • Significant property impact 	<ul style="list-style-type: none"> • Moderate property impact. 	Underpass
Access	<ul style="list-style-type: none"> • Impact to a total of 4 access. • Access immediately to the east of the GO crossing may be removed. 	<ul style="list-style-type: none"> • Impact to a total of 3 access. 	Underpass
Stormwater Management	<ul style="list-style-type: none"> • Drainage will be accommodated by gravity flow. • No pumping station is required. 	<ul style="list-style-type: none"> • Pumping station is not required. 	Same – Underpass or Overpass
Utility Impact	<ul style="list-style-type: none"> • Impact to overhead hydro line on the north and south side of Langstaff Road 	<ul style="list-style-type: none"> • No impact to overhead hydro line 	Underpass
Construction Staging – Road	<ul style="list-style-type: none"> • Closure of Langstaff Road may be required. 	<ul style="list-style-type: none"> • Closure of Langstaff Road may be required. 	Same – Underpass or Overpass
Construction Staging – Rail	<ul style="list-style-type: none"> • Rail detour not required. 	<ul style="list-style-type: none"> • Rail detour required. 	Overpass
Cost	<ul style="list-style-type: none"> • \$16.1 Million 	<ul style="list-style-type: none"> • \$25.6 Million 	Overpass

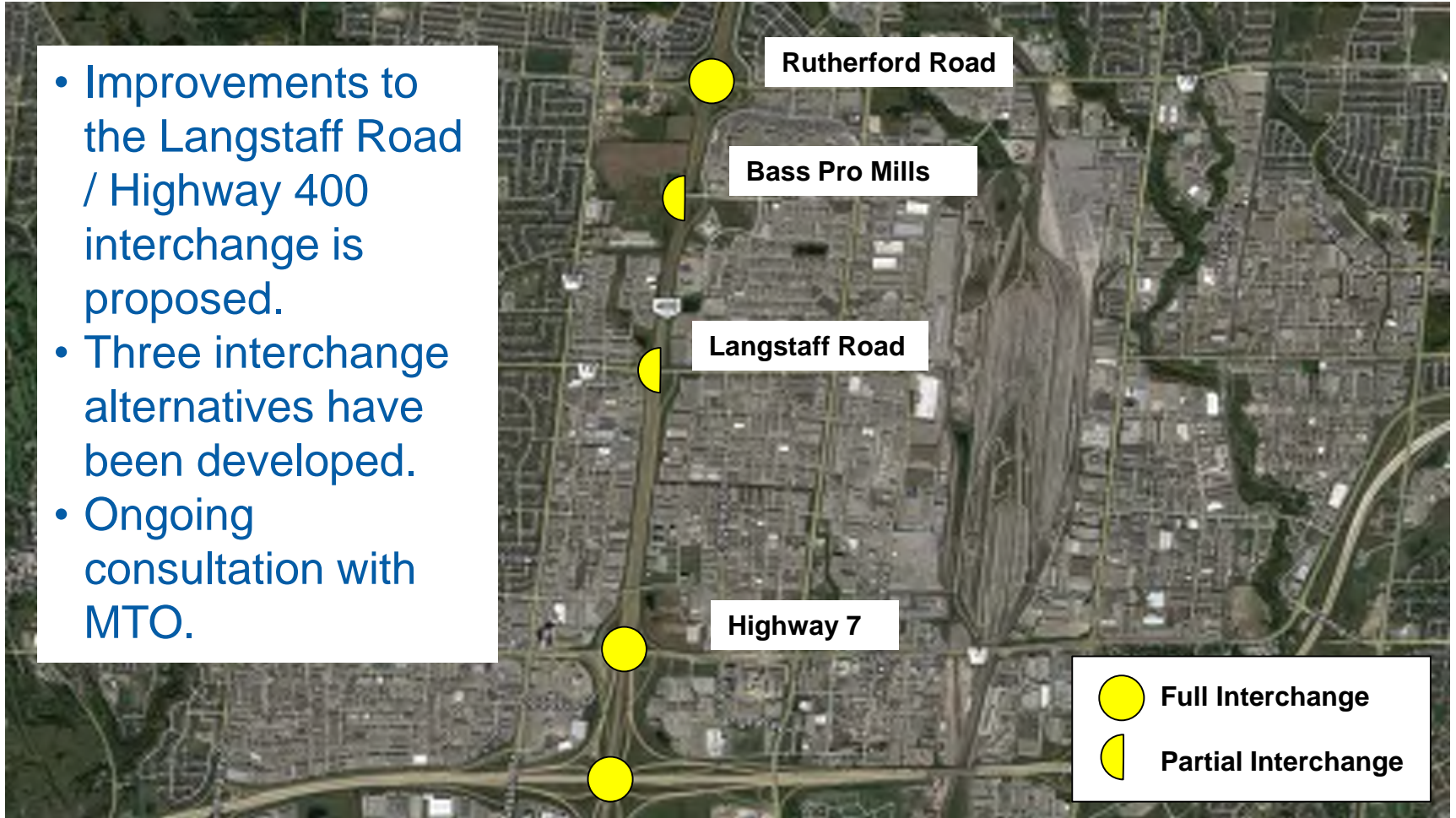
- **Overpass** option is preferred - Rail detour note required, less cost, property impacts may be mitigated.

Langstaff Road / CN Crossing Options



Langstaff Road and Hwy 400 Interchange

- Improvements to the Langstaff Road / Highway 400 interchange is proposed.
- Three interchange alternatives have been developed.
- Ongoing consultation with MTO.



Summary

Widening Langstaff Road to six lanes and provision of the connection across the CN Yard

- Improves access to nearby highways and reduces truck traffic on all surrounding arterial roads
- Provides additional east-west capacity in the overall transportation network
- Reduces congestion on adjacent east-west corridors (Rutherford Road and Highway 7)

Summary

Highway 400 Interchange Improvements

- Reduces traffic congestion within the overall transportation network
- Minor peak direction travel time reduction in AM; Minor increase in PM
- Minor improvement in traffic operations at the adjacent Highway 400 interchanges
- Supports Regional and Provincial Goods Movement strategies

Next Steps...

- Refine design alternatives per input from technical agencies
- Conduct evaluation of:
 - interchange alternatives
 - grade separation alternatives
 - CN crossing alternatives
- Identify 'preferred' alternative for Langstaff Road corridor including Hwy 400 interchange
- Open House 2



MEETING MINUTES

Date: January 19, 2018
10:00 a.m. to 11:00 a.m.
Location: York Region Office
90 Bales Drive, Room 20360
Purpose: Meeting #2 with Metrolinx

Project Number: 3216079
Project: Langstaff Road EA –
Weston Road to Highway 7

Attendees:
Randal Dreise
Matthew Graham
Mike Stancu
Brian Wolf
Tim Kwan
Neil Ahmed
Katherine Jim
Jian Guan

Agency
Metrolinx
Metrolinx
Metrolinx
York Region
York Region
WSP
WSP
WSP

Item	Details	Action By
ITEM 1 –	INTRODUCTIONS	
1.1	Those at the meeting were introduced. B. Wolf noted that the purpose of the meeting is to provide an update on project progress, review key issues and challenges and present the preliminary design alternatives for the proposed Barrie GO grade separation on Langstaff Road.	
ITEM 2 –	LANGSTAFF ROAD EA STUDY STATUS	
2.1	A presentation package was distributed. K. Jim provided a brief study overview and background information, noting that the EA study includes the following key components: <ul style="list-style-type: none"> • Langstaff Road widening from Weston Road to Highway 7; • Langstaff Road interchange improvement at Highway 400; • Langstaff Road extension across CN MacMillan Yard; and • Langstaff Road grade separation with GO Transit Barrie Line. 	
2.2	K. Jim noted that the Recommended Alternative Planning Solution (i.e. improvements on Langstaff Road) was previously identified and presented at Open House #1 on June 14, 2017. The Project Team is currently developing the Alternative Design Concepts for the Preferred Planning Solution. The preliminary design for the improvements on Langstaff Road will be presented at Open House	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	#2, scheduled for Spring 2018.	
ITEM 3 –	NEED AND JUSTIFICATION	
3.1	<p>K. Jim noted that Langstaff Road is identified as part of the frequent transit network with separated facilities for cycling in the York Region’s <i>Transportation Master Plan (TMP) Update</i>.</p> <p>It is also identified as a primary arterial goods movement corridor between Highway 400 and Dufferin Street, strategically located within an intensifying employment area, and in close proximity to primary growth areas including Vaughan Metropolitan Centre, Vaughan Mills Centre and Concord GO Centre.</p>	
ITEM 4 –	LANGSTAFF ROAD PROPOSED IMPROVEMENTS	
4.1	<p>As part of the Recommended Planning Solution, the improvements on Langstaff Road include:</p> <ul style="list-style-type: none"> • Langstaff Road widening to 6 GPLs, not precluding converting 2 curb lanes to 2 HOV lanes in the future; • Construction of Langstaff Road connection across the CN MacMillan Yard; • Conversion of Highway 400 / Langstaff Road interchange to a full-move interchange; • Construction of grade separation at GO Transit Barrie Line; • Intersection improvements; and • Accommodation for alternative modes of transportation improvements including provision of or improvements to transit system and pedestrian and cycling facilities. 	
ITEM 5 –	LANGSTAFF ROAD GRADE SEPARATION	
5.1	<p>K. Jim noted that Langstaff Road is identified as a Freight Cluster Connector in the <i>Metrolinx Regional Transportation Plan, Draft for Consultation September 2017</i>.</p> <p>The current Environmental Assessment (EA) study undertaken by Metrolinx for the Barrie Rail Corridor Expansion project includes future bi-directional service along the Barrie rail corridor with increased frequency of all day, two-way 15-minute service between Aurora Road and Union Station.</p>	
5.2	K. Jim noted that, based on the Exposure Index (EI) results, a	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	grade separation between Langstaff Road and the Metrolinx Barrie Line is warranted under the existing conditions. It is anticipated the EI will be even higher in the future due to increased traffic volume and number of GO trains.	
5.3	<p>WSP presented the plan and profile drawings of the overpass and underpass options for the Langstaff Road and Barrie GO Line grade separation as well as the related alternatives evaluation table.</p> <p>K. Jim noted that the overpass option is preferred as rail detour is not required during construction; and it also carries significantly less cost compared to the underpass option.</p>	
5.4	Metrolinx noted that the minimum vertical clearance for an underpass is 5.3 m and the vertical clearance for an overpass is 7.4 m to protect for future electrification.	
5.5	Metrolinx noted that, as of December 30, 2017, there are 36 trains using the Barrie Go Line daily.	
5.6	Metrolinx expressed concerns with the 6% grades on the east approach to the overpass structure.	
5.7	WSP to provide the drawings to Metrolinx for comments. Metrolinx to provide the future track alignment to the Project Team. [Post Meeting Note: The plan and profile drawings were provided to Metrolinx on February 23, 2018.]	Metrolinx
ITEM 6 –	LANGSTAFF ROAD CROSSING AT CN MACMILLAN YARD	
6.1	K. Jim noted that the Langstaff Road crossing alternatives at CN MacMillan Yard are currently under development including overpass and tunnel options. The discussion with CN is ongoing.	
ITEM 7 –	LANGSTAFF ROAD AND HIGHWAY 400 INTERCHANGE IMPROVEMENTS	
7.1	K. Jim noted that improvement to Langstaff Road and Highway 400 interchange to introduce north oriented ramps is being considered. Three interchange alternatives have been developed. The discussion with MTO is ongoing.	
ITEM 8 –	NEXT STEPS	
8.1	The next steps of the project will be:	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<ul style="list-style-type: none">• Refine design alternatives per inputs from technical agencies.• Conduct evaluation of design alternatives.• Identify the technically preferred alternative.• Present the technically preferred alternative at Open House #2	

Any omissions or errors in these notes should be forwarded to the author immediately.



MEETING MINUTES

Date: November 16, 2021
1:15 p.m. to 1:45 p.m.
Location: Teleconference (MS Teams)

Project Number: 16M-01457-01
Project: Langstaff Road EA –
Weston Road to Highway 7

Purpose: Meeting with Metrolinx

Attendees:

Tony To
Colin Wong
Tim Kwan
David Atkins
Steve Mota
Vi Bui
Katherine Jim
Nadia Dabagh
Rhonda George-Hiebert

Agency

Metrolinx
York Region
York Region
York Region
York Region
York Region
CIMA+
WSP
WSP

Item	Details	Action By
ITEM 1 –	INTRODUCTION	
1.1	Those at the meeting were introduced.	
ITEM 2 –	MEETING DISCUSSION	
2.1	<p>Senior staff from Metrolinx and York Region had a Steering Committee Meeting on November 15, 2021 and one of the discussion items was related to the at-grade crossings at various Metrolinx/GO Transit lines in York Region, including the location at Langstaff Road / GO Barrie Line. While the Langstaff Road Class EA Study recommends an ultimate 6-lane cross section with an overpass (i.e. road over railway) at this location, it is proposed that Langstaff Road will be widened to 4-lane in the interim with an at-grade crossing.</p> <p>At the Steering Committee Meeting, Metrolinx and York Region agreed with the approach to maintain the interim 4-lane widening as an at-grade crossing while implementing Metrolinx’s latest Enhanced Grade Crossing Standards. This will be further reviewed and coordinated with Metrolinx during the detailed design of the 4-lane widening assignment (which is ongoing).</p> <p>Metrolinx advised that they are waiting on the formalization / confirmation of this approach from their Senior Management and they will provide an email to close the loop on the Metrolinx’s comments on the Langstaff Road EA.</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.

Item	Details	Action By
	<p>The Project Team noted that the ESR will be updated to reflect the outcomes of the Metrolinx and York Region Steering Committee meeting that took place on November 15, 2021, as well as this meeting with Metrolinx; these will be part of the consultation record.</p> <p>The Project Team thanked Metrolinx for their ongoing participation in the Langstaff Road EA.</p>	Metrolinx
3.0	NEXT STEPS	
3.1	<p>The Project Team advised Metrolinx that the ESR is anticipated to be filed the week of December 20, 2021 and a copy of the Notice of Study Completion will be provided to Metrolinx.</p>	

Any omissions or errors in these notes should be forwarded to the author immediately.