

**From:** Fred Winegust

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

**To:** Regional Clerk; Regional Clerk

**Cc:** Titherington, Brian

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

Regional Clerk Raynor

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

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

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

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

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

Please amend as you see appropriate.

With Respect

--

Fred Winegust  
Thornhill, Ontario

To: York Region Council

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

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

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

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

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

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

Specific to the Yonge Street Subway Extension;

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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