



MEMBER'S RESOLUTION

Date:	MAY 31, 2011
Title:	GO STATION AT KEELE STREET AND KIRBY ROAD
Submitted by:	Councillor Marilyn Iafrate

Whereas, the City of Vaughan recognizes that gridlock is a serious matter that concerns and affects all Vaughan residents, and

Whereas, the City of Vaughan is committed to support and promote transportation improvements particularly rapid transit to address gridlock, and

Whereas, GO Transit has recognized a need to facilitate parking of an additional 350 vehicles at the Maple GO Station for a total to date of 1246 spaces, and

Whereas, GO Transit is planning to implement in the next few years all day service for the Barrie line which services the Maple community,

Whereas, a GO rail transit station is already planned for in Block 27 by both the City of Vaughan and the Region of York's official plans, and

Whereas, the rail lines are already owned by GO Transit at the proposed new GO Station location at Keele Street and Kirby Road, and

Whereas, one 10-car GO train carries the same number of people as 1400 passenger cars while one GO bus can replace about 50 passenger cars, and

Whereas, opening of a GO Station at this location could eliminate hundreds of one-way southbound commuter passenger car trips in the morning and similarly, hundreds of northbound passenger car trips in the evening every day bringing much needed relief to the already congested local road network in Maple and surrounding areas, and

Whereas, this reduction in passenger car trips could eliminate 20 tons of CO2 greenhouse gas emissions every day, or 5000 tonnes of CO2 emissions every year, and

Whereas, this new GO Station could serve as a transit hub, interfacing GO Transit with local York Region Transit bus service, and

Whereas, locating a GO Station in Block 27 prior to the realization of new residential development will ensure complimentary and sustainable development and reduced dependency on vehicles

It is therefore recommended that Council endorses the recommendation to prioritize a third GO Station in Maple to serve the growing need to access rapid transit and direct the City Clerk to forward this recommendation to Metrolinx and the local MPP, the Honourable Gregory Sorbara.

Respectfully submitted,

Councillor Marilyn Iafrate

Attachments

Map 11, Transit Network, York Region Official Plan, December 16, 2009

Schedule 9, Future Transportation Network, City of Vaughan Official Plan Volume 1, September 7, 2010

2013 SCHEDULE 3

Future Transportation Network

- Freeway
- Major Arterial (Regional)
- Minor Arterial (35 m²)
- Major Collector (30 m²)
- Minor Collector (28 m²)
- Local Street

GTA West Corridor & Hwy. 427 extension¹
(under consideration)

- Highway 427 Extension²
- Proposed Major Arterial
- Proposed Minor Arterial
- Proposed Major Collector
- Proposed Minor Collector

- Hwy 400 Road Crossings
- Interchange Improvements
- New Interchanges
- Grade Separation

- Greenbelt Plan Area
- Oak Ridges Merivale Conservation Plan Area

Areas subject to Secondary Plans in progress

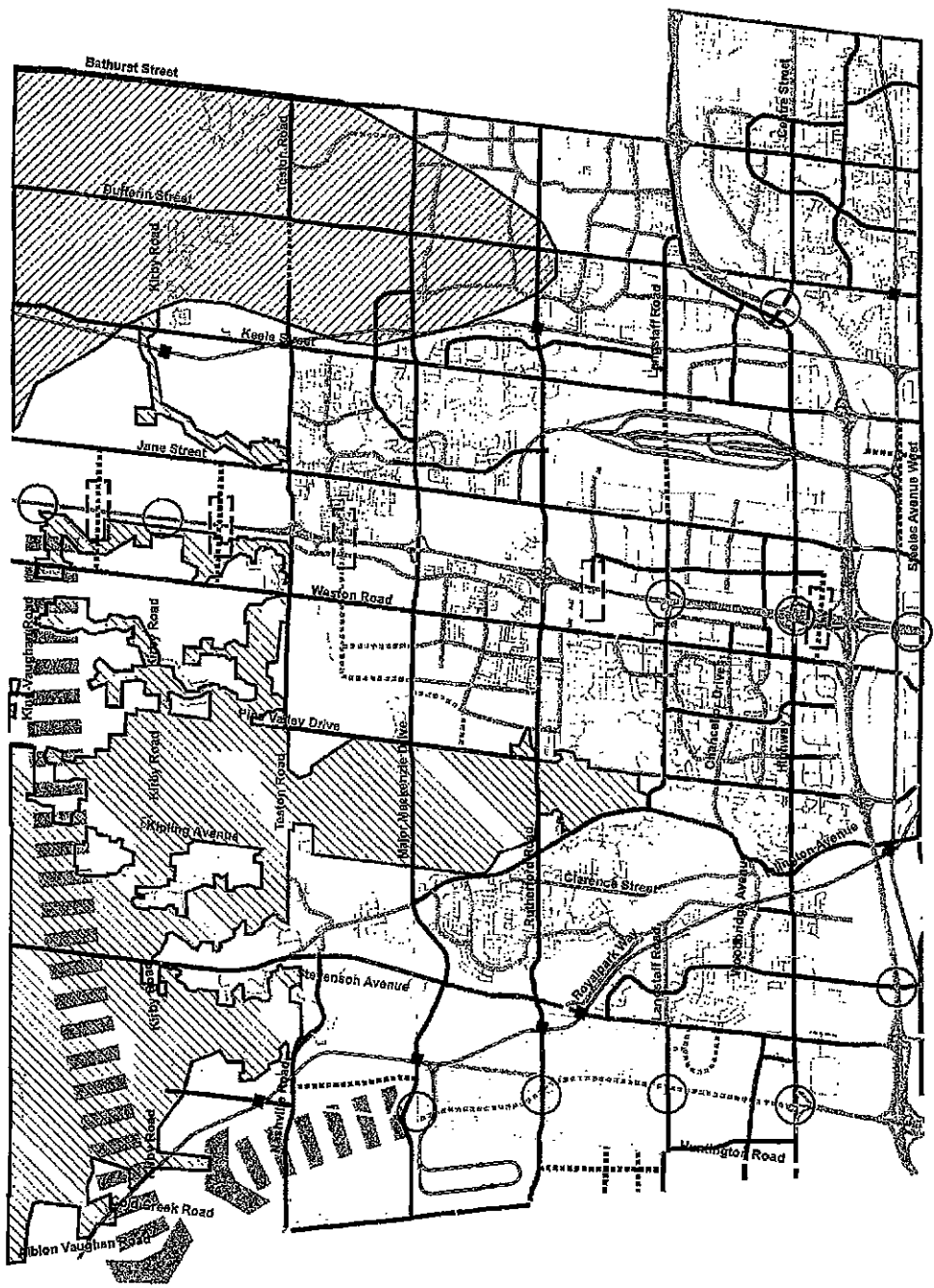
- Municipal Boundary

¹ Maximum ROW including a 3 m provision for bike lanes. Refer to the Positioning and Bicycle Master Plan for road segments identified for bike lanes.

² GTA West Corridor is not yet approved and will not necessarily be located in Vaughan.

³ Further extension of Highway 427 has not yet been approved.

⁴ Environmental assessment for Highway 427 extension to Major Mackenzie is being completed.



MAP 11 TRANSIT NETWORK

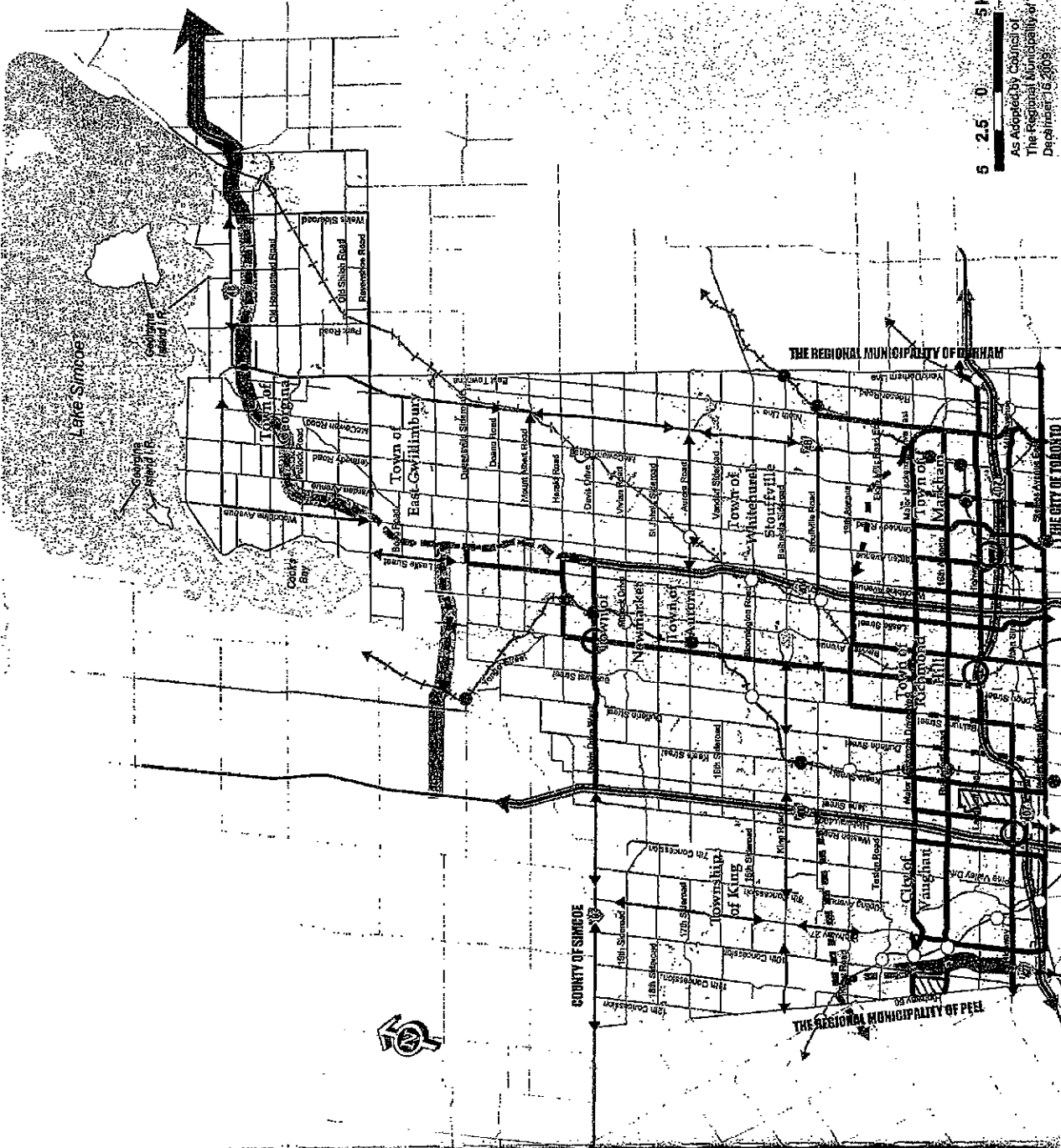
- Urban Transit Service
- Towns and Villages
- Regional Centre
- Potential Commuter Rail Line
- Existing Commuter Rail Line
- Proposed GO Station
- Existing GO Station
- Suburbs
- Regional Rapid Transit Corridors
- Special Study Areas*
- Rural Transit Links
- Subway Extension
- Highway #67 Transit Way
- Regional Transit Priority Network
- Regional Transit Priority Network Proposed
- Highway Bus Service
- Highway Bus Service Proposed
- Business
- Provincial Highways
- Existing
- Collieries Access Highway
- Proposed
- Alignment - Alignment Not Defined**

* Where Applicable, Access from MS Street/Town Centre and Adjacent Street / District Streets Rapid Transit Corridor

** The proposed alignment and location of specific projects require consultation with the relevant municipalities. These corridors remain subject to future funding and alignment through the applicable Environmental Assessment process established under the Environmental Assessment Act.

York Region Geomatics

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5 2.5 0 5 Km

As Adopted by Council of
 The Regional Municipality of York
 December 16, 2009