



November 3, 2021

Tija Dirks

Director, Transportation Planning Branch

Ministry of Transportation

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RE: [TOWARDS A GREATER GOLDEN HORSESHOE TRANSPORTATION PLAN – DISCUSSION PAPER](#) (5.14)

Dear Director Dirks;

This will confirm that at a meeting held on October 26, 2021 the Markham City Council adopted the following resolution:

1. That the staff report entitled “Towards a Greater Golden Horseshoe Transportation Plan – Discussion Paper” dated October 25, 2021 be received; and,
2. That Council support the visions and short-term actions proposed in the Ministry of Transportation (MTO) discussion paper entitled “Towards a Greater Golden Horseshoe Transportation Plan” and the following directions that are part of the proposed 2051 Greater Golden Horseshoe Transportation Plan (“GGHTP”) within the discussion paper:
 - a) Elevating the Markham-Richmond Hill Centre node to a higher level at par with the Union Station and Pearson Airport nodes as GGH-level Conceptual Transit Hubs;
 - b) Exploring a new east-west, cross regional connection (the “Cross Rail” line) between Burlington and Oshawa (including Markham) that connects to existing GO Lines, subway lines, LRT lines and major bus lines;
 - c) Exploring a new transit loop (the “Orbital Line”) that extends and connects the Ontario Line to new major transit hubs where regional services connect, including at Markham-Richmond Hill Centre and Pearson Airport; and,
3. That, as part of the “Getting people moving on a Connected Transit System” pillar of the proposed 2051 GGHTP the City of Markham requests the following of the Province of Ontario:
 - a) the Province and Metrolinx give priority to formalizing the proposed status of the Markham-Richmond Hill Centre node and implementing plans and policies for the transit infrastructure and services connecting to the Markham-Richmond Hill Centre node, through updates of the Provincial Growth Plan and Metrolinx Regional Transportation Plan;

- b) the Province give priority to the 407 Transitway by including it in the next phase of Ontario's GTA Transit Plan and expedite its implementation by considering all procurement options, including but not limited to public/private partnership models, while ensuring that its alignment is consistent with municipal land use plans;
 - c) the Province work with municipalities to plan the GO rail corridors to optimize the under-utilized GO rail lines to increase ridership and support growth along these corridors, with priority given to the Stouffville GO line;
 - d) the Province enhance the GO rail network in York Region to support two-way urban rapid transit service and evaluate the opportunity to provide quicker service times than 15 minutes, and invest in new station locations on the Stouffville line at Denison Street and Major Mackenzie/Markham Road to support creation of complete communities;
 - e) the Province include and plan for future service on the Havelock line with potential stations at Rouge National Urban Park, Highway 407/ Donald Cousens Parkway, 14th Avenue and Steeles to leverage the use of this existing rail line;
 - f) the Province prioritize inter-regional transit network improvements and provide financial support in relation to higher order transit and inter-regional transit as part of the proposed Greater Golden Horseshoe Transportation Plan to support growth;
 - g) the Province establish a funding mechanism for the proposed Greater Golden Horseshoe Transportation Plan to ensure that essential transportation infrastructure being planned is built in a timely manner that is connected to the Greater Golden Horseshoe area growth;
 - h) the Province identify in the proposed GGHTP preferred transit network, a Leslie Street Bus Rapid Transit line (from Steeles Avenue to Major Mackenzie Drive), with an extension along Woodbine Avenue via Major Mackenzie Drive, to service the significant employment development planned within the Markham Innovation Exchange district;
 - i) the Province provide clarification on the difference between the 407 Transitway and the Cross Rail Line; and,
4. That, as part of the "*Enhancing Capacity and Performance on Congested Roads*" pillar of the proposed 2051 GGHTP,
- a) the Province include short term goals and actions to maximize capacity of the existing road and highway infrastructure through innovative techniques and latest traffic control technologies to utilize off-peak lanes for peak period travel, prior to investing in new Provincial roads and highways;
 - b) the Province expand highways at strategic locations; and,
5. That, as part of the "*Efficiently Moving Goods Across the Region*" pillar of the proposed 2051 GGHTP:
- a) the Province investigate options for improving the under-utilized Highway 407 for goods movement as a priority;
 - b) the Province restrict potential truck platooning options from municipal roads; and,

6. That the Province, in support of the visions and short-term actions proposed in the discussion paper entitled “Towards a Greater Golden Horseshoe Transportation Plan”, ensure the following are part of the proposed 2051 Greater Golden Horseshoe Transportation Plan:
 - a) that the essential transportation infrastructure, including transit line investments, be coordinated with the Growth Plan for the Greater Golden Horseshoe area;
 - b) strongly support development opportunities within urban growth centres and employment areas;
 - c) recognize the importance of protecting established hamlets in the City of Markham including Locust Hill and Markham Village; and,
7. That the recommendations in this staff report be forwarded to MTO as the City’s formal comments on the “Towards a Greater Golden Horseshoe Transportation Plan” Discussion Paper; and,
8. That a copy of this report be forwarded to the Region of York; and further,
9. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Should you have any questions, please contact Loy Cheah, Senior Manager, Transportation at LCheah@markham.ca

Sincerely,



Kimberley Kitteringham
City Clerk

[Attachment 1 – Proposed 2051 GGHTP Transit Network](#)
[Attachment 2 – Proposed 2051 GGHTP Roads Network](#)
[Attachment 3 – Proposed 2051 GGHTP Goods Movement Network](#)
[Attachment 4 – Preliminary Staff Comments](#)

Cc: C. Raynor, Regional Municipality of York
B. Titherington, Regional Municipality of York