

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2016

Item 17, Report No. 7, of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on February 16, 2016, as follows:

By approving the following amended resolution submitted by Councillor Carella, dated February 16, 2016, to read as follows:

Whereas Metrolinx is planning the development of more passenger services along established rail routes in the Greater Toronto Area and beyond;

Whereas the creation of such services has the potential of altering the pattern and flow of freight across the Greater Toronto Area, resulting in increased freight traffic along certain routes in order to permit new or enhanced passenger service along other routes;

Whereas the transportation by rail of freight creates significant nuisances (including but not limited to noise, dust, waits at grade crossings, etc.);

Whereas the crossing of rail lines in a number of locations across the City already causes the backup of vehicular traffic for significant periods of time at some locations (with waits in excess of twenty [20] minutes being reported at some locales), namely

- ***Along Rutherford Road west of Regional Road 27 (Ward 2), a regional road;***
- ***Along Islington Avenue north of Steeles Avenue West (Ward 2), a regional road;***
- ***Along Rutherford Road east of Keele Street (Ward 4), a regional road;***
- ***Along Langstaff Road east of Keele Street (Ward 4), a regional road;***
- ***McNaughton Road east of Keele Street (Ward 1);***
- ***King-Vaughan Road west of Keele Street (Ward 1);***
- ***Nashville Road east of Huntington Road (Ward 1) - particularly crucial to the Fire Department should they locate a station in that area;***
- ***Kirby Road west of Keele Street (Ward 1);***

Whereas dealing with this issue should be a priority, given that many of these crossings are along major north-south and east-west regional roads which bear the bulk of vehicular traffic in Vaughan;

Now Therefore Be It Resolved:

1. ***That the Region of York be requested to make the construction of grade separations at these locations a priority, based on the ranking of the amount of vehicular traffic crossing the rail lines at these locations; and***
2. ***That Metrolinx be informed of Council's concern that any proposal to increase the amount of freight along these lines, in order to accommodate increased passenger service along other routes, will---in the absence of grade separations---increase traffic delays to an unacceptable level.***

17 ROAD/RAIL GRADE-SEPARATION, RUTHERFORD ROAD WEST OF HIGHWAY 27

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of February 16, 2016.

Member's Resolution

Submitted by Councillor Tony Carella

Whereas, Metrolinx is planning the development of more passenger services along established rail routes in the Greater Toronto Area and beyond; and

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Item 17, CW Report No. 7 – Page 2

Whereas, the creation of such services has the potential of altering the pattern and flow of freight across the Greater Toronto Area, resulting in increased freight traffic along certain routes to permit new or enhanced passenger service along other routes; and

Whereas, the transportation of freight creates significant nuisances (including but not limited to noise, dust, longer waits at grade crossings, etc.); and

Whereas, the crossing of the CP Rail line at Rutherford Road is at grade, and already causes the backup of vehicular traffic along Rutherford Road for significant periods of time (e.g., waits in excess of twenty (20) minutes are increasingly common);

Whereas, dealing with this issue should be a priority, given Rutherford Road is one of the three major regional roads that will intersect with the extension of Highway 427, less than one kilometer from the present grade crossing

It is therefore recommended:

1. **That** the Region of York be requested to make the construction of a grade separation at this location a priority
2. **That** Metrolinx be informed of Council's concern that any proposal to increase the amount of freight using this line, in order to accommodate increased passenger service along other routes, will---in the absence of a grade separation---increase traffic delays to an unacceptable level