

COMMITTEE OF THE WHOLE JUNE 8, 2005

REQUEST FOR CONSTRUCTION OF AN INTERCHANGE MARTIN GROVE ROAD AT HIGHWAY 407/ETR

Recommendation

The Commissioner of Engineering and Public Works recommends:

That the Minister of Transportation be requested to immediately commence the studies necessary for the construction of a partial (east-oriented) interchange at Highway 407/ETR and Martin Grove Road.

Economic Impact

N/A

Purpose

To request the Province to implement an interchange on Hwy 407/ETR at Martin Grove Road.

Background - Analysis and Options

Highway 407/ETR is an important transportation corridor providing linkage for businesses and residents in Vaughan. The locations of the interchanges along the Highway corridor have a significant impact on traffic patterns in the adjacent communities. As well, the land uses adjacent to the corridor are impacted by the presence or absence of convenient connections to the 407/ETR.

The original plan for the Highway 407 contemplated a full interchange connecting Kipling Avenue from the south via a service road to Martin Grove Road. This interchange would allow for northbound and southbound traffic on Martin Grove Road and for traffic on Kipling Avenue south of the 407 to access Highway 407. There was no connection planned to Kipling Avenue north of 407.

Construction of the interchange has been deferred and is constrained due in part to physical constraints of the location planned for the interchange. Martin Grove Road was planned and constructed to a cross section that anticipated a connection to Highway 407. As a result of the deferral of the Kipling/Martin Grove interchange, there is no access to 407/ETR between Pine Valley Drive and Highway 27, a distance of 4 kilometres.

Construction of an interchange accessible from Martin Grove Road would benefit the businesses and residents in the area and would reduce the need for extended travel on Regional Road 7 (formerly Highway 7) to access 407/ETR. An interchange at Martin Grove Road would also provide ready access to the soccer facilities located on Martin Grove Road south of Highway No. 7.

Given the existing ramp configuration for the Highway 27/407 interchange and existing land use, it is not feasible to construct a full interchange at Martin Grove Road. However, it does appear to be feasible for a partial (east oriented) interchange to be constructed. A partial interchange would allow north and southbound traffic on Martin Grove Road to access 407/ETR eastbound and for traffic from the east on 407/ETR to exit at Martin Grove Road. This interchange configuration is illustrated on Attachment No. 1.

Prior to an interchange being designed and constructed, studies, including an environmental assessment would be required. Since the 407 is under the control of the Province and operated

under an agreement with 407/ETR, it is necessary that the Province initiate the necessary studies. Should Council concur, the Minister of Transportation should be requested to immediately commence the process to initiate the necessary studies that would lead to the design and construction of the desired interchange.

Relationship to Vaughan Vision 2007

This report is consistent with the priorities previously established by Council in Vaughan Vision 2007, particularly: A-2, Promote Community Safety, Health and Wellness; A-4, Promote Economic Development; A-5, Plan and Manage Growth and D-2, Develop Internal/External Collaborative Solutions.

Conclusion

An east-oriented interchange at Martin Grove Road and Hwy 407/ETR appears to be feasible and would benefit residents and businesses in Vaughan and area. The Minister of Transportation should be requested to initiate the necessary studies to implement this alternative to the deferred Kipling/Martin Grove Road interchange.

Attachments

1. Location Plan

Report prepared by:

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Respectfully submitted,

Bill Robinson, P. Eng.,
Commissioner of Engineering and Public Works

ATTACHMENT No. 1

