

## **COMMITTEE OF THE WHOLE – JUNE 18, 2007**

### **YORK REGION 10-YEAR ROADS PROGRAM UPDATE PRESENTATION BY MR. DINO BASSO, DIRECTOR OF CAPITAL DELIVERY**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That the concerns identified by the Committee of the Whole at its Working Session of May 29, 2007 with respect to the presentation made by Mr. Dino Basso (Director, Capital Delivery Roads) on York Region's 10 Year Road Program Update, be acknowledged and formally addressed by the Region of York as listed:
  - i. Clarification is required with respect to the Region's speed limit review program and its impact on Regional Roads within the City of Vaughan.
  - ii. Traffic infiltration concerns within the existing residential neighbourhoods in the area of the Rutherford Road GO Station east of Keele Street have persisted for several years. It is requested that Regional Road turning prohibitions be explored amongst other possible alternatives to alleviate this concern.
  - iii. The Teston Road link between Keele Street and Dufferin Street should be included as a priority project on the Region's 10 Year Road Program.
  - iv. Improvements to Dufferin Street south of Steeles Avenue should be explored in cooperation with the City of Toronto in order to alleviate the traffic capacity issues in this area.
  - v. Intersection improvements at Bathurst Street and Centre Street should be explored due to the major commercial developments currently underway in this area.
  - vi. Extensive traffic congestion at the intersection of Weston Road and Highway 7 continues to be a concern with the City and should be reviewed.
2. That a copy of this report be forwarded to the Region of York.

#### **Economic Impact**

There are no immediate budgetary impacts resulting from the adoption of this report.

#### **Communications Plan**

N/A

#### **Purpose**

This report has been prepared to formally advise the Region of York of all concerns raised by the Committee of the Whole at its Working Session of May 29, 2007 with respect to York Region's 10 Year Road Program Update (Refer to Attachment 1) such that all concerns may be acknowledged and formally addressed by the Region of York.

## **Background – Analysis and Options**

At the Committee of the Whole Working Session meeting of May 29, 2007, an update presentation on York Region's 10 Year Road Program was made by Mr. Dino Basso, Director, Capital Delivery Roads, of the Transportation and Works Department. The presentation outlined Regional Council's approved 10 Year Roads Program, initiatives respecting Streetscaping, Transit and Higher Occupancy Vehicle (HOV) strategies and the status of all Regional road projects currently underway. The following is a comprehensive list of concerns raised by the Committee of the Whole following Mr. Basso's presentation:

- i. Clarification is required with respect to the Region's speed limit review program and its impact on Regional Roads within the City of Vaughan.
- ii. Traffic infiltration concerns within the existing residential neighbourhoods in the area of the Rutherford Road GO Station east of Keele Street have persisted for several years. It is requested that Regional Road turning prohibitions be explored amongst other possible alternatives to alleviate this concern.
- iii. The Teston Road link between Keele Street and Dufferin Street should be included as a priority project on the Region's 10 Year Road Program.
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- vi. Extensive traffic congestion at the intersection of Weston Road and Highway 7 continues to be a concern with the City and should be reviewed.

## **Relationship to Vaughan Vision 2007**

In consideration of the strategic priorities established by Vaughan Vision 2007, the recommendations of this report will assist in ensuring:

- Effective and efficient delivery of services;
- The implementation of OPA 600;
- Effective political leadership; and
- Stronger relationships with other government authorities and agencies.

## **Regional Implications**

Modifications to York Region's 10 Year Capital Roads Program may be realized as a result of on-going local transportation related issues within the City to be addressed in cooperation with Regional Staff.

## **Conclusion**

It is therefore recommended that the above noted concerns identified by the Committee of the Whole at its working session of May 29, 2007 with respect to the presentation made by Mr. Dino Basso (Director, Capital Delivery Roads) on York Region's 10 Year Road Program Update, be acknowledged and formally addressed by the Region of York.

**Attachments**

1. York Region 10 Year Road Program Update - presentation




**Report prepared by**

Michael Frieri, Development Supervisor, Engineering Planning & Studies, Ext. 8729

Respectfully submitted,

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

Michael Won, P. Eng.  
Director of Development/  
Transportation Engineering





## York Region 10 Year Road Program Update

City of Vaughan  
Committee of the Whole – Working Session  
May 29, 2007

### Presentation Outline

- Council Approved 10 Year Roads Program
- Towards Great Regional Streets
  - Transit / HOV Strategy
- Road Projects Update
- Questions



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## **Council Approved 10 Year Road Program Background**

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- Regional Council endorses new criteria (2006)
- Criteria related to Prioritizing road projects
- Circulated to local municipalities for review



## **Why a Revised Program?**

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- Financial pressures
- Reflects Council focus since 2002
- Council Directed – Support of Local Municipal Plans
  - Transit
  - Managing Congestion
  - Planning Initiatives
  - Asset Management
- External Factors
  - Legislation; Toronto Program



## Council Approved Criteria

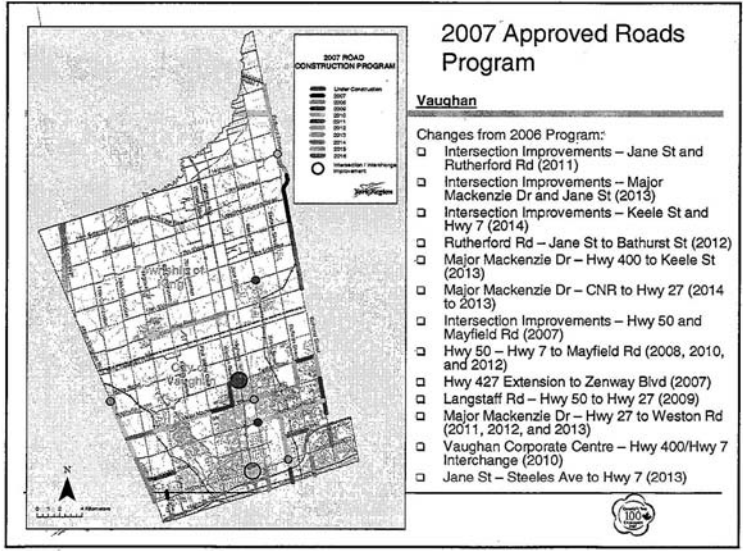
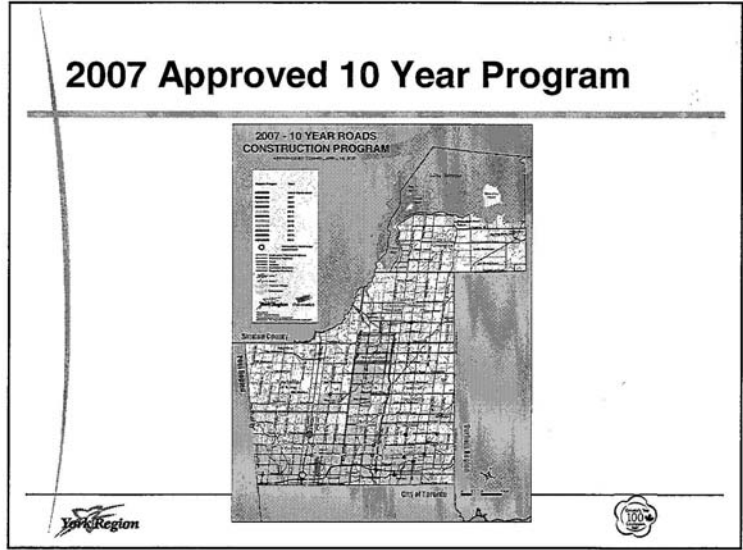
- Capacity
- Transit
- Network Benefits
- Collisions / Safety Natural
- Environmental
- Considerations Pavement Conditions



## The Programming Process cont'd.

- Criteria / priorities applied to all road links
- Result:
  - Continued Focus on Transit Supportive Projects
  - Focus on Intersection Improvements
  - Increased focus on East / West Mobility
  - Decreased focus of some N/S roads at Steeles Ave.

## 2007 Approved 10 Year Program



### 2007 Approved Roads Program

**Vaughan** changes continued:

- Keele St – Steeles Ave to Hwy 407 (2009)
- Langstaff Rd – Keele St to Dufferin St (2016)
- Dufferin St – Steeles Ave to Glen Shields Ave North (2008)
- Dufferin St – Major Mackenzie Dr to Teston Rd (2015)
- Bathurst St – Centre St to Hwy 407 (2104)
- Bathurst St – North of Hwy 7 to Teston Rd (2011 and 2015)
- Pine Valley Dr – Rutherford Rd to Major Mackenzie Dr (2013 to beyond)
- Weston Rd – Steeles Ave to Hwy 7 (2011 to beyond)
- Weston Rd – Hwy 7 to Rutherford Rd (2013 to beyond)
- Jane St – Hwy 7 to Rutherford Rd (2014 to beyond)
- Jane St – Rutherford Rd to Major Mackenzie Dr (2015 to beyond)
- Dufferin St – Langstaff Rd to Major Mackenzie Dr (2012 to beyond)
- Rutherford Rd – Pine Valley Dr to Weston Rd (2014 to beyond)
- Bathurst St – Steeles Ave to Centre St (2014 to beyond)

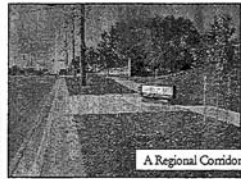
## Towards Great Regional Streets

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- Build on earlier Streetscaping policy (2001)
- Consists of Studies, Standards, Policies & Guidelines



## Streetscaping in York Region Current Practise



A Regional Corridor



A Regional Centre

WORKS IN KEEPING WITH THE  
2001 POLICY DOCUMENT



A Regional Road



## Towards Great Regional Streets

Components of the TGR Street Program include:

- Street Tree Health
- Regional Standard for Six lane Roads
- Lay-By Parking
- Municipal Streetscape Partnership
- Speed Limit Review



## Transforming Regional Roads to Great Regional Streets

- In past, Regional Roads primarily:
  - Catered to cars/trucks
  - Relatively high-speed facilities
  
- Regional Streets should include:
  - Multiple transportation choices (auto, transit, walking, cycling);
  - Front door for adjacent uses;
  - Attractive medians and boulevards;
  - Reflect the character of the community
  - Pedestrian scale; animate street



## Six Lane Road Standards

### Starting Point

- Regional policy:
  - Multipurpose streets
  - Pedestrian friendly
  - Interface with adjacent uses
- Set out in our:
  - Regional Official Plan (OP)
  - Transportation Master Plan
  - Regional Streets Study
- Significant transit & streetscaping commitments already made



## Look and Function

- Do we want roads that *look* and *function* like this?
- Or... streets that *look* and *function* like this?

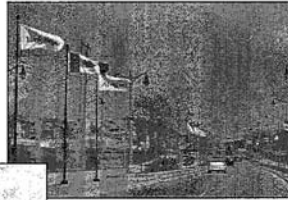


## Good Examples - Medians

- Major Mackenzie Drive
- Langstaff Road



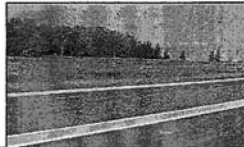
## Good Examples



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## Good Examples

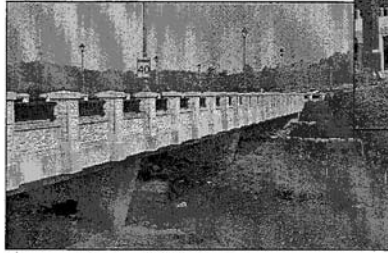


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## Good Examples - Bridges

- Martin Grove Bridge
- Vaughan Mills Road Bridge



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## Six Lane Road Standards

### Original Need for Study

- Construction program contains a number of new 6-lane roadways
- Yonge and Hwy 7 Vision already developed through Rapid Transit and Regional Corridor Initiatives.
- What should other 6 lane roads look like?



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## Six Lane Design Standards - Municipal Consultation

### What we heard

- Need for all 6 Lane Rds?
- Need for continuous left-turn lanes?
- Support narrow lanes
- Road to integrate with adjacent land use



## Municipal Consultation

### What we heard cont'd:

- If 6 lane cross-sections are to be built, 2 must:
  - Two additional lanes for transit only
  - Landscaped median included



## Six Lane Design Standard – Approved Cross Section



Level 3

- Enhanced Median Aesthetics
- Convertible outside lanes
- 3 Lanes/Dir



## Six Lane Design Standards Level 4 Option



Level 4

- Enhanced Median Aesthetics
- HOV Lanes
- Bike Lanes
- 3 Lanes/Dir

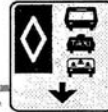


## Council Approval

- Regional Council adopted Level 3 – Oct 2006
- Key Recommendations included:
  - Develop Transit/HOV implementation strategy
  - HOV Enforcement / Access Control policy review
- Region moved forward on Transit / HOV Implementation



## Transit / HOV Implementation

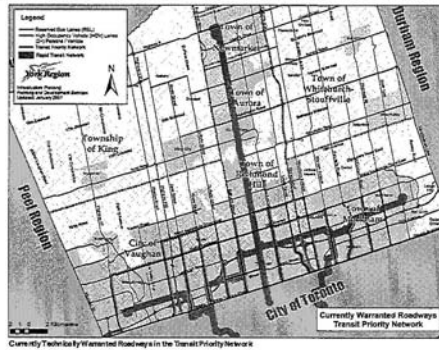


- Transit / HOV approved by Regional Council – March 2006
- Recommendations Included:
  - Implementation of transit/HOV lanes on all capital projects that involve 6 lane widening now - Level 4
  - Forward copies to Local Municipalities
- Region moving ahead with implementation on the following projects





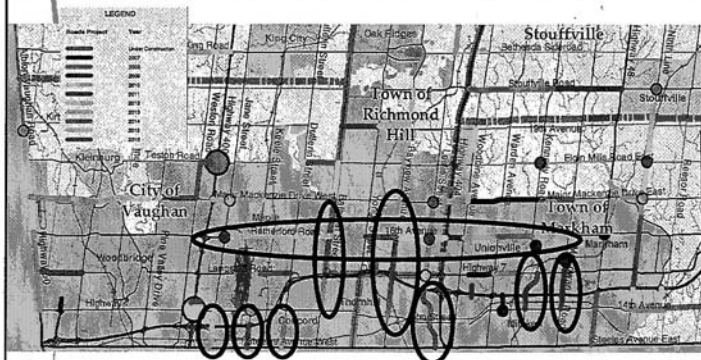
## HOV Implementation Currently Warranted HOV Roadways



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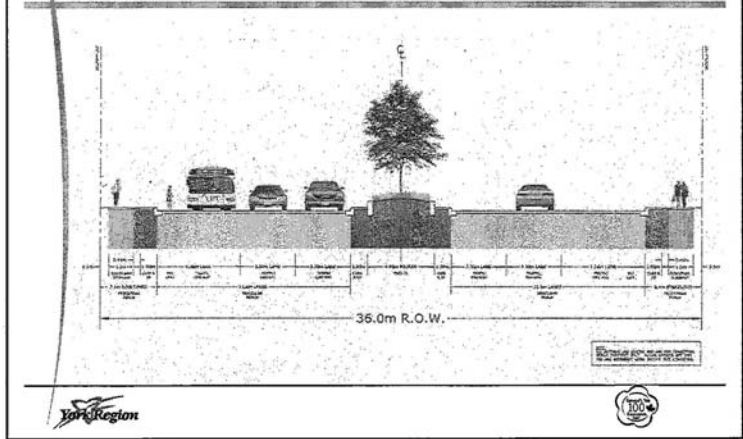
## 2007-10 Year Roads Construction



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## Towards Great Regional Streets Six Lane Design Guidelines – 36m R-O-W



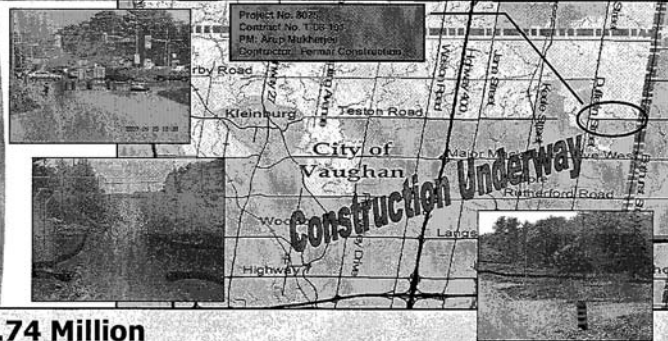
## Regional Streets Summary

- ❑ Council approved Six Lane Design Guidelines
- ❑ Includes: Bikepaths, Transit / HOV Lanes, Urban Design Features
- ❑ Implementation on approved 2007 program

## Capital Project Status Update City of Vaughan



### Road Widening on Teston Road (Dufferin Street to Bathurst Street)



**\$ 4.74 Million**

- Construction began in November 2006
- Completion – October 2007



### Road Widening: Teston and Weston Road Highway 400 Interchange Construction

Project No. 6661  
Contract No. 05-100  
PM: Steve Collins  
Contractor: Gibbons

Project No. 6182  
Contract No. 05-100  
PM: Steve Collins  
Contractor: Gibbons

**30% Completed**

**\$ 30.5 Million**

- Construction began in October 2006
- Completion – November 2008

**York Region**  
Capital Delivery - Roads

### Humber River Bridge Construction (Highway 27, south of Nashville Road)

Project No. 6187  
Contract No. 06-100  
PM: Peter Chikawa  
Contractor: Seacore

**75% Completed**

**\$ 3.3 Million**

- Construction began in September 2006
- Completion – July 2007

**York Region**  
Capital Delivery - Roads

6 Lane  
w/AV

### Road Widening on Dufferin Street (Steeles Avenue to Glen Shields Avenue)

**\$ 9.3 Million**

- Tender – May 2008
- Construction – July 2008

**York Region**  
Capital Delivery - Roads

### Road Widening on Langstaff Road (Highway 50 to Highway 27)

**\$ 7.0 Million**

- Tender – February 2009
- Construction – May 2009

**York Region**  
Capital Delivery - Roads

### Highway 427 Extension (Highway 7 / Fogal Road to Zenway Boulevard)

**\$ 2.7 Million**

- Tender – June 2007
- Construction – September 2007

**York Region**  
Capital Delivery - Roads

### Road Widening on Bathurst Street (Highway 7 to Teston Road)

**\$ 18.3 Million**

- Highway 7 to Rutherford – Construction in 2012
- Rutherford to Major Mackenzie – Construction in 2011
- Major Mackenzie to Teston – Construction in 2015

**York Region**  
Capital Delivery - Roads

### Road Widening on Keele Street (Steeles to Hwy. 407 & Hwy. 7 to Rutherford)

Project No. A 8977 & 8472  
Contract No. T60  
PM: Nick Colanuppo  
Consultant: DVA

**\$ 13.1 Million**

- Steeles to Highway 407 – Construction in 2009
- Highway 7 to Rutherford – Construction in 2015

**York Region**  
Capital Delivery - Roads

### Road Widening on Highway 50 Highway 7 to Mayfield Road

Project No. 2-255, 238, 239 & 4181  
Contract No. 430  
PM: Nick Colanuppo  
Consultant: York Region / DVA

**\$ 19.6 Million**

- Nashville Road to Mayfield Road – Construction in 2012
- Intersection Improvements at Mayfield – Construction in 2008
- Highway 7 to Rutherford Road - Construction in 2008
- Rutherford Road to Nashville Road - Construction in June 2010

**York Region**  
Capital Delivery - Roads

### South-Western Vaughan Transportation Improvements IEA

**\$ 13.3 Million (TBD)**

- Major Mackenzie Drive – Construction in 2011, 2012, 2013, 2014

**York Region**  
Capital Delivery - Roads

### Vaughan Corporate Centre - Interchange Improvements (Highway 400 at Highway 7)

**\$ 2.0 Million**

- Construction – Spring 2010

**York Region**  
Capital Delivery - Roads

Links  
AKS



## Capital Resurfacing Projects

### 2007

- **Jane Street** (Highway 7 to Langstaff Road)
- **Weston Road** (Highway 7 to Langstaff Road)
- **Jane Street** (Teston Road to Lloydtown-Aurora Road)
- **Keele Street** (Teston Road to Station Road)
- **Nashville Road** (Highway 27 to CP Railway)



## Capital Delivery – Roads Summary in Vaughan

- **4 Major Projects** currently Under Construction
- **6 Major Projects** currently in Detailed Design
- **12 Major Projects** currently in EA
- **\$307.3 M** forecasted Expenditures for 10 Year Program

*↑ represents 25-30% of Regional total budget.*



