

## **COMMITTEE OF THE WHOLE – MAY 15, 2012**

### **MUNICIPAL ROAD TRANSFER REQUEST TO YORK REGION KING-VAUGHAN ROAD FROM PINE VALLEY DRIVE TO BATHURST STREET KIRBY ROAD FROM HIGHWAY 27 TO BATHURST STREET PINE VALLEY DRIVE FROM KING-VAUGHAN ROAD TO TESTON ROAD WARD 1 – VICINITY EAST OF HIGHWAY 27 AND NORTH OF TESTON ROAD**

#### **Recommendations**

The Commissioner of Engineering and Public Works recommends:

1. THAT York Region be requested to assume the following municipal roadways into the Regional road system:
  - a. King-Vaughan Road from Pine Valley Drive to Bathurst Street;
  - b. Kirby Road from Highway 27 to Bathurst Street;
  - c. Pine Valley Drive from King-Vaughan Road to Teston Road; and
2. That a copy of this report be forwarded to York Region.

#### **Contribution to Sustainability**

In consideration of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan) objectives, the recommendations of this report will assist in:

- Achieving sustainable growth and development;
- Developing and sustaining a network of roads that support efficient and accessible public and private transit;
- The creation of a City with sustainable built form; and
- Sharing sustainable best practices and ideas between and among municipal staff and the community.

#### **Economic Impact**

The City's Transportation Master Plan has identified the need for significant improvements to segments of King-Vaughan Road, Kirby Road and Pine Valley Drive. These roadway improvements include the construction of fully urbanized cross-sections complete with sidewalk and streetlighting. The improvements are required to accommodate projected population and employment growth to a planning horizon of 2031. The preliminary estimated capital cost to improve these City roadway segments is approximately \$250 million. As these arterials generally meet Regional road criteria, the planned improvements have not been programmed by the City. In the event these arterials are not assumed by York Region, the growth-related capital improvement costs would have to be considered as part of the City's Development Charge Background Study Update.

The annual operating and maintenance costs related to these municipal road segments, equivalent to 80 lane kilometres, also have to be considered as part of future City Operating Budget deliberations.

#### **Communications Plan**

Not applicable.

## **Purpose**

The purpose of this report is to seek Council approval to formally request York Region to proceed with a review of specific municipal roadway sections for possible assumption into the Regional road system.

## **Background - Analysis and Options**

Arterial roads generally carry vehicles travelling longer distances, typically between home and work and between different communities and business centres thereby serving a Regional function and qualifying as Regional roads. These roads have fewer access points than local or collector roads and form part of the City's main concession grid road system.

A Regional Road Assumption Policy and criteria has been established by York Region to determine if a roadway performs a Regional function and qualifies for transfer to the Region. The following criteria are used to assess a roadway for assumption.

Assumption of an existing roadway by York Region shall be considered where a roadway:

- Provides necessary arterial capacity in a major travel corridor and in general, is used for inter-municipal travel;
- Comprises a reasonable direct and unbroken major traffic route or corridor which connects with major arterial roads or to one or more existing or proposed Provincial Highways at a grade-separated interchange;
- Includes a linkage, existing or proposed, required to cross or circumvent a physical barrier that breaks the logical continuity of the route;
- Has a current traffic volume greater than 5,000 Average Annual Daily Traffic in Urban Areas or greater than 4,000 Average Annual Daily Traffic in Rural Areas; and
- Is part of the original concession road grid.

Proposed road transfers are discussed with staff from the Region and the affected local municipality prior to reporting to individual Council Committees. Each proposal is considered on its own merit. The Region's assumption criteria is used as a guideline for determining if a road meets the general function of a Regional road.

## **Process for Considering a Road Transfer**

Either the local municipality or the Region can initiate discussions to consider a road for transfer. Initial discussions commence upon staff receiving direction from their respective Council. Regional staff will assess the road against the criteria, discuss with local municipal staff, and Report to Regional Council with recommendations for assumption, non-assumption or negotiating conditions.

## **City Roads to Be Considered For Assumption by York Region**

Strategic road network improvements have been identified as part of the City's Transportation Master Plan Study. The recommended improvements to existing City roadways forming part of the concession road grid are generally required to support transit and goods movement, improve network connectivity, and support new development and intensification in designated communities.

Based on the conclusions of the City's Transportation Master Plan, the widening and urbanization of the following road segments will be required for the purpose of accommodating projected traffic volumes to a planning horizon of 2031:

1. King-Vaughan Road from Pine Valley Drive to Bathurst Street
2. Kirby Road from Highway 27 to Bathurst Street
3. Pine Valley Drive from King-Vaughan Road to Teston Road

The significance of these road segments in the overall network is illustrated on Attachment No. 1 to this report.

A preliminary assessment of these roadway segments against the Regional Road Assumption Policy criteria has been completed by staff. Preliminary results indicate a more detailed and formal review is warranted since the roadway segments will:

- Provide additional arterial capacity along major inter-municipal travel corridors;
- Link exiting Regional road segments;
- Form part of the original concession road grid within Vaughan; and
- Comprise direct traffic routes connecting existing and proposed residential communities and business centres.

In addition, capacity improvements to King-Vaughan Road together with a potential interchange at King-Vaughan Road and Highway 400 are currently planned as part of York Region's Transportation Master Plan.

Preliminary recommendations of the Mid-York East-West Transportation Improvements Study identify a need for increased arterial capacity along King-Vaughan Road and Kirby Road between Highway 400 and Bathurst Street. These roadway segments will be carried forward for consideration of improvements as part of the subsequent Environmental Assessment Study for this area.

Accordingly, it is recommended that York Region be requested to assume the above noted municipal roadways into the Regional road system.

### **Relationship to Vaughan Vision 2020 / Strategic Plan**

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety, health and wellness;
- Planning and managing growth and economic vitality;
- Ensuring financial stability and sustainability; and
- The demonstration of leadership and promotion of effective governance.

This report is therefore consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

### **Regional Implications**

In accordance with York Region's Road Assumption Criteria Policy and upon receipt of a formal Council resolution, Regional staff will undertake a detailed assessment of the road transfer request against the established criteria, discuss the findings with City staff, and report to Regional Council with recommendations for assumption, non-assumption or negotiating conditions.

### **Conclusion**

Based on the findings of the City's Transportation Master Plan, certain segments of King-Vaughan Road, Kirby Road and Pine Valley Drive will provide a Regional road function. Accordingly, it is recommended that the Region be requested to assume these municipal roadways into the Regional road system. Should Council concur, the recommendations of this report could be adopted, which will initiate the formal road transfer process.

### **Attachments**

1. Location Map

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Attachment No. 1 – Location Map

# ROAD CLASSIFICATION MAP

