THE REGIONAL MUNICIPALITY OF YORK

REPORT NO. 11
OF THE REGIONAL
TRANSPORTATION AND WORKS COMMITTEE
MEETING HELD ON DECEMBER 4, 2002

For Consideration by
The Council of The Regional Municipality of York
on December 19, 2002

Chair: Mayor Wm. F. Bell

Members: Mayor M. Di Biase
Regional Councillor D. Humeniuk
Mayor T. Jones
Regional Councillor G. Landon
Regional Councillor B. O’Donnell
Regional Councillor D. Wheeler
Chair B. Fisch (ex officio)

Also Present: Mayor W. Emmerson

Staff Present: I. Buchanan, S. Cartwright, P. Casey, J. Culshaw,
L. Gonsalves, B. Harrison, D. Korolnek, P. Jankowski,
P. May, K. Schipper, D. Sinclair, E. Stevenson, B. Tuckey

The Transportation and Works Committee began its meeting at 9:00 a.m. on
December 4, 2002.
TABLE OF CONTENTS

1. PUBLIC HEARING
   STOPPING UP AND CLOSING OF A PORTION OF
   WOODBINE AVENUE (Y.R. 8), TOWN OF GEORGINA 4

2. 2001 SUSTAINABLE URBAN TRANSPORTATION AWARD 4

3. TRANSPORTATION MASTER PLAN
   REPORT ON STATUTORY PostING 6

4. APPLICATION FOR TREE BY-LAW MINOR EXCEPTION
   PART LOT 1, CONCESSION 5
   TOWN OF GEORGINA 10

5. PEDESTRIAN COUNTDOWN SIGNALS 15

6. ROAD MAINTENANCE OPERATIONAL PRACTICES 18

7. COMMUNITY SAFETY ZONE 25

8. ELGIN MILLS ROAD EAST
   TOWN OF RICHMOND HILL, PROJECT 9122 30

9. BATHURST COLLECTOR AND LANGSTAFF TRUNK SEWERS
   PROJECT UPDATE, PROJECTS 77100 AND 77090 34

10. OLD HOMESTEAD ROAD AT THE QUEENSWAY NORTH
    CHANGE IN RIGHT-OF-WAY
    TOWN OF GEORGINA 38

11. STOP UP, CLOSE AND SELL A PORTION OF POLVA PROMENADE
    TOWN OF GEORGINA 42

12. REVISIONS TO SPEED LIMIT BY-LAW 43

13. EXCHANGE OF EASEMENT AREA
    HIGH STREET SEWAGE PUMPING STATION
    TOWN OF GEORGINA 45

14. COMPENSATION FOR EXPROPRIATION
    WARDEN AVENUE, PROJECT 9899
    TOWN OF MARKHAM 47
<table>
<thead>
<tr>
<th></th>
<th>Topic</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.</td>
<td>EXCHANGE OF EASEMENTS</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>TOWN OF NEWMARKET</td>
<td></td>
</tr>
<tr>
<td>16.</td>
<td>EXPROPRIATION OF LAND</td>
<td>53</td>
</tr>
<tr>
<td></td>
<td>RUTHERFORD ROAD (YR 73)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>CITY OF VAUGHAN</td>
<td></td>
</tr>
<tr>
<td>17.</td>
<td>LAND ACQUISITIONS VARIOUS</td>
<td>56</td>
</tr>
<tr>
<td>18.</td>
<td>UPDATE – COMMITTEE PROCEEDINGS</td>
<td>58</td>
</tr>
</tbody>
</table>
1

PUBLIC HEARING
STOPPING UP AND CLOSING OF A PORTION OF
WOODBINE AVENUE (Y.R. 8), TOWN OF GEORGINA

Notice having been given, the Transportation and Works Committee held a
Hearing under Section 300 of the Municipal Act relating to the proposed stopping
up and closing of a portion of Bayview Avenue (Y.R. 34), Town of Richmond Hill:

The Transportation and Works Committee recommends:

1. Council enact the necessary By-law authorizing:
   (a) The stopping up and closing of that part of Woodbine Avenue (Y.R.
       8), in the Town of Georgina, in The Regional Municipality of York
       being part of Lot 7, Concession 3 (N.G.) designated as Parts 7, 8, 9
       and 12 on Reference Plan 65R24645.
   (b) The sale of lands in the Town of Georgina, in The Regional
       Municipality of York being part of Lot 7, Concession 3 (N.G.)
       designated as Parts 6, 7, 9, 10 and 11 on Reference Plan 65R24645 to
       the abutting property owner.

2

2001 SUSTAINABLE URBAN TRANSPORTATION AWARD

The Transportation and Works Committee recommends:

1. The recommendations contained in the following report, November 19,
   2002, from the Commissioner of Transportation and Works be adopted; and

2. Congratulations be extended to Staff for this achievement.

1. RECOMMENDATIONS
   It is recommended that:
   1. The following report be received for information by Committee and Council.

2. PURPOSE
   This report informs Committee and Regional Council of the 2001 Sustainable Urban
   Transportation Award given by the Transportation Association of Canada (TAC) to the
Region of York for its exemplary contribution in the area of sustainable urban transportation through the completion of the Region of York Transportation Master Plan.

3. BACKGROUND
The late John Hartman was a long time champion of sustainable urban transportation policies and practices and was instrumental in developing the Transportation Association of Canada’s “New Vision for Urban Transportation in Canada” document. In memory of John Hartman, TAC established the Sustainable Urban Transportation Award to promote the importance of sustainable urban transportation and projects or activities that support TAC’s “New Vision for Urban Transportation in Canada”. It is awarded to a TAC member in recognition of the exemplary contribution of the member in the area of sustainable urban transportation.

Staff submitted an application to TAC for the 2001 award.

4. ANALYSIS AND OPTIONS
The Region’s submission, "On The Move... Toward Sustainable Transportation - Transportation Master Plan” was on the Transportation Master Plan (TMP) study. The TMP was completed in January 2002 and endorsed by Regional Council in June 2002. The submission was made in February 2002.

York Region are co-winners with Whistler, BC for the 2001 award. The award, in the form of a plaque shown in Figure 1, was presented at the 2002 Annual Conference and Exhibition of TAC in Winnipeg, Manitoba in September 2002.

Figure 1 – TAC’s 2001 Sustainable Urban Transportation Award
This recognition accorded the Region’s Transportation Master Plan adds weight to the recommendations of the TMP and confirms that the Region is headed in the right direction in terms of providing sustainable solutions to the future transportation needs of the Region.

5. **FINANCIAL IMPLICATIONS**

There are no financial implications associated with this report.

6. **LOCAL MUNICIPAL IMPACT**

The Region will continue to work with the local municipalities to implement the recommendations contained in the TMP. Those recommendations include establishing and implementing transit-supportive land use policies and programs such as integrated land use, transportation and urban design policies for Regional Centres, policies for the establishment of parking authorities and establishment of employer-based travel demand management programs including Transportation Management Associations, and funding for pedestrian and cycling facilities.

7. **CONCLUSION**

The Transportation Association of Canada has recognised the Region of York for its contribution in the area of sustainable urban transportation through the Region’s Transportation Master Plan. Region of York, along with Whistler, BC, are co-winners of TAC’s 2001 Sustainable Urban Transportation Award.

The Senior Management Group has reviewed this report.

3

**TRANSPORTATION MASTER PLAN REPORT ON STATUTORY POSTING**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 19, 2002, from the Commissioner of Transportation and Works:

1. **RECOMMENDATIONS**

   It is recommended that:
   1. The final round of public comments received concerning the Transportation Master Plan be received.
2. The timing of various road improvement projects be considered during the annual Budget and Business Plan and Ten Year Capital Program process.

3. Copies of this report be forwarded by the Regional Clerk to the Clerks of the nine local municipalities of York Region.

2. **PURPOSE**

This report outlines the comments received from the general public and from the Council of the Town of Whitchurch-Stouffville on the recently released Transportation Master Plan during the statutory public review period which is mandated by the Environmental Assessment Act for Class EA projects. This 30 day final review period was outlined in a notice of completion of the study posted in local newspapers throughout the Region on September 19, 2002.

3. **BACKGROUND**

At its meeting of June 27, 2002, Regional Council adopted a number of changes to the Transportation Master Plan for the Region as outlined in Attachment 1. The environmental assessment process requires a final statutory posting period for public review and comment which was deferred until the fall during which time more people and the local councils would have a better opportunity to review and discuss the Plan.

3.1 **Study Process**

The Master Plan was prepared following the environmental assessment process for master plans, which integrates infrastructure planning with existing and future land use needs. The process also involves extensive public and interagency consultation.

The work program for the Transportation Master Plan was divided into three phases.

Phase I work included the following:
- Review of previous plans and policies.
- Preparation of ten background reports on policy and funding.
- Assessment of conditions relative to Regional and Municipal Official Plans.
- Preparation of a discussion papers on Key Issues, Challenges and Strategic Options.
- A strategic transportation options workshop.

Phase II of the study included:
- Development of a transportation vision.
- Development of 2031 road and transit networks.
- Supporting policies and programs.
- Preparation of detailed elements and costs for a master infrastructure plan.
Phase III involved the development of implementation strategy including staging and funding:
- 10, 20 and 30 year networks.
- Estimate capital and operating costs and funding requirements.

Following completion of the Plan and presentation to Council, a number of changes as approved by Regional Council were made to the Plan. Newspaper ads were subsequently prepared and printed and the Plan was formally posted for public review at each of the local municipalities in accordance with EA requirements.

### 3.2 Key Elements of the Plan

As reported to Council in January 2002, the Transportation Master Plan is based on a vision with a transit focus. This vision itself was based on an analysis of future transportation challenges and extensive consultation with the public and stakeholders.

The Transportation Master Plan, as described in the final report and supporting documents includes the following elements:
- 2031 Roads network.
- 2031 Transit network, including rapid transit and transit priority networks.
- Supporting policies and programs.
- Staging plans (10 and 20 year networks).
- Immediate priorities – Five Year Action Plan.
- Capital and operating costs.
- Funding needs.
- Review and monitoring process.

### 4. ANALYSIS

Circulation of the plan as required under the environmental assessment process has been completed. Newspaper ads were placed informing the public of a final review period between September 19 and October 19, 2002.

### 4.1 Comments Received

Comments were received from Whitchurch-Stouffville Council and several members of the public.

Whitchurch-Stouffville is concerned that the timing of several major projects within their area do not reflect the need that will be generated by planned development in the Town. They are specifically concerned that three projects should be advanced to the current ten year roads construction program. All three of these projects are already identified in the Master Plan, but have been scheduled beyond the year 2011.
- Stouffville Road widening from Warden Avenue to Highway 48.
- Jog elimination of Ninth Line at Main Street.
- York Durham Line widening between Highway 407 and Bloomington Road.
Stouffville Road east of Woodbine Avenue has been scheduled to be widened in 2007, and the class environmental assessment review for this project will start shortly. This class EA will be conducted for the entire section from Woodbine Avenue east to Highway 48. A recommended final timing of the project will be determined as a result of this study.

A recent functional servicing plan for Northwest Stouffville has been prepared and presented to the Region for review. It will be recommended that prior to approval of this plan, that a property protection study be commenced to identify a preferred alignment and property required for the Ninth Line/ Main Street jog elimination.

Timing for improvements to the York Durham Line have not been determined in the development charges bylaw and construction program. However, in addition to Whitelchurch-Stouffville’s concerns, recent events such as the Oak Ridges Moraine settlement outlined by the Province add an extra impetus for a review of the need for this project.

Four letters were also received from the general public concerning the Master Plan. The first was concerned about the lack of transit plans in the eastern parts of Markham and the lack of public consultation with current public transit users on developing the Master Plan recommendations. The Master Plan was developed with extensive public consultation which will continue with the next round of environmental assessment studies on each of the rapid transit initiatives to be undertaken by the York Rapid Transit Plan (YRTP). In addition to this, the Master Plan recommended an extensive network of transit priority measures on arterial roads throughout the eastern part of Markham and the rest of the south area of the Region.

The second letter raised a concern about the lack of intersection capacity at major intersections – particularly along Steeles Avenue. Steeles Avenue is under the control of the City of Toronto, nevertheless the Region works closely with Toronto on a number of joint projects including intersection improvements, and budgets a significant amount of the ten year roads capital program for intersection improvements.

The third letter supported the Plan proposals for transit supportive land uses and higher densities at Regional Centres and along Regional Corridors and recommended a number of areas where policies and costs for implementation of the Plan should be detailed.

Finally, a letter was received in support of rural bus services feeding GO Transit stations, with particular reference to support for a Bathurst Street station at Bloomington. This correspondent also requested a review of the truck traffic and bypass issue in King City, which is included as a special study area in the Transportation Master Plan.
5. **FINANCIAL IMPLICATIONS**
   The key conclusions of the study from a financial impact standpoint have not changed since the draft report was presented to Council in June.

   Development charges are a key funding component of the Transportation Master Plan (roads, transit). Staff are currently finalizing a draft update to the current development charge by-law to account for costs outlined in the Transportation Master Plan.

6. **LOCAL MUNICIPAL IMPACT**
   Changes to the Transportation Master Plan were incorporated in accordance with the comments received in the spring from the York Region local municipalities.

7. **CONCLUSION**
   Development of the Transportation Master Plan represents an important milestone for updating the Regional Official Plan and updating the Region’s development charges by-law.

   It is felt that the concerns expressed by the Town of Whitchurch-Stouffville and the public that have been received during this final statutory review can be adequately addressed during the annual review of the timing of projects which are detailed in the ten year roads capital program.

   This report has been reviewed by the Senior Management Group

   *(A copy of the attachment referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)*

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4

**APPLICATION FOR TREE BY-LAW MINOR EXCEPTION**

**PART LOT 1, CONCESSION 5**

**TOWN OF GEORGINA**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 20, 2002, from the Commissioner of Transportation and Works:
1. **RECOMMENDATIONS**

   It is recommended that:

   1. The application for a minor exception submitted by Kevin and Carolyn Foster under the Regional Tree By-law TR-1-91-154 be approved, subject to the applicant entering into an agreement which incorporates the terms set out in section 4.1 of this report.

   2. The Regional Solicitor be directed to prepare the necessary by-law.

2. **PURPOSE**

   The purpose of this report is to recommend the application for a minor exception under the Regional Tree By-law submitted by Kevin and Carolyn Foster. The approval would permit the removal of five acres of forest cover, and includes a commitment to implement other mitigation measures as per the pending agreement.

3. **BACKGROUND**

   The Transportation and Works Committee at its meeting of May 22, 2002 considered the Foster application for a minor exception to the Regional Tree By-law. The subject of the application dealt with a request to clear seven acres of forest cover adjacent to a tributary of the Maskinonge River.

   In this case, the lands are identified as Significant Forest Area and are part of the Regional Greenlands System in the Regional Official Plan. A minor exception had been previously granted in 1996 for clearing ten acres on the same property.

   The exception is to permit the establishment or expansion of agricultural operations. The Transportation and Works Committee initially recommended the denial of this application. However, the Committee further directed staff to investigate principles and guidelines directed at balancing agricultural operation needs and environmental protection, as it would apply to the application of the Regional Tree By-law.

   Regional Council, at its meeting of June 27, 2002, deferred consideration of this minor exception application and directed staff to report back to Council on September 19, 2002.

   On the matter of advancing a guideline and principles to deal more fairly with agricultural minor exceptions, the Transportation and Works Committee on September 4, 2002 adopted a consultation strategy and released a set of draft principles for further discussion with stakeholders. This consultation is ongoing.

   Transportation and Works Committee on October 2, 2002 and Regional Council on October 17, 2002 deferred making a decision on the Foster application pending negotiation of satisfactory mitigation measures, and directed staff to report back on the terms of the agreement.
A by-law is required to authorize the minor exception under the Tree By-law No. TR-1-91-154.

4. ANALYSIS AND OPTIONS

Based on Council's direction to further consult with Mr. Foster to negotiate an agreement, staff from the Transportation and Works Department have met with Mr. Foster to discuss the details of the minor exception.

Consultation with various stakeholders is underway, in terms of advancing a set of principles and criteria to help screen applications for minor exceptions under the tree by-law dealing with agricultural exceptions. Some of these preliminary principles were reviewed and considered to help screen this application. For example:

- The Fosters have been farming in the Region for a number of years.
- The proposed agricultural operation is the extension of an existing strawberry (food) crop.
- The lands were farmed previously (40+ years ago).
- The area for tree cutting does not include designated wetlands, Environmentally Sensitive Areas, Areas of Natural and Scientific Interest.
- A riparian buffer and other mitigative measures are being applied.

4.1 Mitigation Measures

The initial application of Mr. Foster (Attachment 1) has been reviewed. Based on a review of the current information in the context of the preliminary principles released by Regional Council on September 19, 2002, staff met with the Fosters to negotiate an agreement. The intent of the negotiations were to balance the overall impacts with proposed mitigative measures to allow the approval of the minor exception.

Mr. Foster's application has been considered in light of the proposed principles. Due to the type and extent of natural heritage features on the seven acre subject lands, staff feels that there are opportunities for a combination of mitigation and compensation to balance some of the adverse environmental impacts associated with this application.

The Region has worked in good faith with the Fosters to negotiate a mutually acceptable solution. Site inspections have allowed a further determination of the nature and extent of the direct and indirect impact of the proposed agricultural operations, and a more detailed assessment of the environmental features on the subject lands.

The proposed agreement includes the following items:

- A reduction in the overall area of proposed tree cutting from seven acres to five acres (associated with the current minor exception application).
- Minimizing the footprint of the fenceline clearing on the south side of the property to 25-30 feet (8-10m). This clearing will allow for the installation of a fence along the property line. This will help with trespass issues and illegal dumping.

- Ensuring an adequate stream corridor buffer of 15 metres from the edge of the watercourse. It appears the watercourse is not correctly mapped on the subject property.

- With some adjustments to the proposed agricultural interest, an effective buffer to this tributary of the Maskinonge River will be achieved. Staff will work with the Fosters to delineate an appropriate buffer prior to tree removal.

- The Fosters will first clear the area (remaining three to four acres) covered by the previous minor exception granted under the tree by-law in 1996.

- An additional one acre of land contiguous with the forest will be allowed to regenerate into woodland.

- The Fosters have agreed not to drive up and down the tributary watercourse. However, when the intermittent watercourse is dry, crossing of the feature at an appropriate location will be allowed.

- Tree removal consistent with good forest management practices will continue i.e. firewood, hazard tree management.

- York Region will continue to investigate forest cover regeneration opportunities with the Lake Simcoe Region Conservation Authority (LSRCA) and the Town of Georgina, within the Maskinonge River watershed e.g. riparian habitat restoration, Georgina landfill site forest regeneration. Other opportunities consistent with implementation of the Greening Strategy will be explored.

The Fosters have also indicated that they will not be submitting any further applications for minor exceptions under the Regional Tree By-law, and there will be no further clearing of the forest.

### 4.2 Ecological Significance

The Maskinonge River watershed has approximately 13% forest cover. This application will reduce that area by five acres (0.26%), but will allow for the regeneration of an additional acre of forest. There will be a net loss of forest cover of 4 acres (0.21%) associated with granting this minor exception. This loss of forest cover will increase forest fragmentation in the Maskinonge River watershed. The removal of forest will have a minor negative effect on the ecological integrity of the Maskinonge River watershed and the Regional Greenlands system.
The Region will continue to work with the Town of Georgina and the Lake Simcoe Region Conservation Authority to implement and further assess the feasibility of significant reforestation initiatives within the watershed.

4.3 Agricultural Significance
The application will allow the Fosters to bring back five acres of productive agricultural land, which allows for the expansion of the existing strawberry farming activity. The applicants have been farming in the area for a number of years and the continual farming of these lands will contribute economically to the viability of agriculture in the Region.

4.4 Planning Implications
The subject lands are designated as Rural Policy Areas and as an Agricultural Policy Area within the Regional Official Plan. The operation of the proposed strawberry farm is consistent with the current designation. These lands are also identified as part of the Regional Greenlands System and as Significant Forest cover.

4.5 Relationship to Vision 2026
The approval of this minor exception, and the balanced approach to the review of the application demonstrates the Region's commitment to focus on Vision 2026 action areas including:
- Sustaining our agricultural base.
- Recognizing the role of the agricultural industry and landscape in our heritage and economy.
- Protecting high quality agricultural land.

This conclusion is also made with the consideration of the Vision 2026 goal statement which supports the natural environment: "In 2026, York Region residents will continue to embrace the Region's unique natural heritage (land, air, water) and cultural heritage (sites and buildings important to our history, faiths and cultures)."

5. FINANCIAL IMPLICATIONS
There are no direct financial implications for the Region associated with the approval of the Foster application.

The Region will continue to financially contribute to tree planting initiatives in the Lake Simcoe basin. These funds are committed through the Greening Strategy - naturalization partnership, with the Lake Simcoe Region Conservation Authority.
6. **LOCAL MUNICIPAL IMPACT**

There is no local municipal impact associated with this report.

7. **CONCLUSION**

It is recommended that the application for minor exception for Kevin and Carolyn Foster be granted, subject to the development of an agreement and the preparation of the appropriate by-law.

The Senior Management Group has reviewed this report.

*(A copy of the attachments referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)*

## 5 PEDESTRIAN COUNTDOWN SIGNALS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 20, 2002, from the Commissioner of Transportation and Works:

1. **RECOMMENDATIONS**
   
   It is recommended that:
   
   1. The existing locations that have pedestrian countdown signals (PCS) be retained.
   2. PCS be considered at intersections characterized with wide intersection pedestrian crossings distances, proximity to schools or senior centres and with a high percentage of pedestrian usage.
   3. A copy of this report be forwarded by the Regional Clerk to the Clerks of each of the local municipalities.

2. **PURPOSE**

   This report summarizes the one-year trial evaluation of the pedestrian countdown signals (PCS) used at three signalized intersections within The Regional Municipality of York.
3. **BACKGROUND**

At the Regional Council meeting of November 8, 2001, a recommendation was adopted directing staff to conduct a one-year implementation and evaluation of the PCS at three intersections.

The three intersections selected for the trial period were:
1. Davis Drive at The Tannery entrance, Town of Newmarket
2. Main Street and Water Street, Town of Newmarket
3. Yonge Street and Wellington Street, Town of Aurora

In addition to staff’s evaluation through field observations and research of other jurisdictions with similar studies, comments were received from the staff of the Town of Aurora and York Regional Police.

4. **ANALYSIS AND OPTIONS**

Currently, the Region uses standard pedestrian crosswalk displays at signalized intersections. The standard pedestrian signal indications provide a symbolic display. The display consists of a walking man silhouette, a flashing hand and a solid hand indication. These displays convey to the pedestrian of when to walk (walking man), when not to start walking (flashing hand) and when not to walk (solid hand) across the road. The PCS operate using standard signal indications with an additional indication showing a descending numerical countdown of the duration of time for each phase in seconds.

4.1 **PCS Trial Evaluation**

An evaluation of the PCS was conducted during the month of June 2002. This evaluation used a “treatment” and “control” study design. Each of the three PCS locations was compared to other similar pedestrian activity intersections, which do not use the PCS. Table 1 summarizes the study intersections.

<table>
<thead>
<tr>
<th>PCS</th>
<th>Traditional Display</th>
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<tbody>
<tr>
<td>Davis Drive at The Tannery</td>
<td>Davis Drive at Main Street</td>
</tr>
<tr>
<td></td>
<td>Davis Drive at Prospect Street</td>
</tr>
<tr>
<td>Main Street at Water Street</td>
<td>Yonge Street at Elgin Mills Road</td>
</tr>
<tr>
<td></td>
<td>Yonge Street at Major Mackenzie Drive</td>
</tr>
<tr>
<td>Yonge Street at Wellington Street</td>
<td>Yonge Street at Carrville Road</td>
</tr>
</tbody>
</table>
Studies throughout North America use a standard set of definitions for pedestrian crossing behaviours. These definitions were used for the study. The PCS were evaluated in comparison to traditional pedestrian display locations according to the following four measures of effectiveness:
1. Pedestrian compliance with the “Walk” signal.
2. Pedestrians who ran out of time when crossing.
3. Pedestrians who started running when the “Don’t Walk” appeared.
4. Pedestrian related collisions.

Table 2 summarizes the results of the evaluation based upon 830 pedestrian observations. A minimum of 100 pedestrians were observed at each intersection.

<table>
<thead>
<tr>
<th>Pedestrian Signal Display</th>
<th>Compliance with the &quot;Walk&quot; Signal</th>
<th>Ran Out of Time</th>
<th>Started Running When the &quot;Don't Walk&quot; Appeared</th>
<th>Pedestrian Related Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traditional</td>
<td>92</td>
<td>4</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>PCS</td>
<td>97</td>
<td>1</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Difference</td>
<td>5</td>
<td>3</td>
<td>2</td>
<td>0</td>
</tr>
</tbody>
</table>

The study results indicate an improvement in three of the four measured areas when using PCS.

Generally, the PCS are well received by pedestrians. The PCS provide pedestrians with a sense of time remaining to cross the roadway safely. However, comments received from the staff of the Town of Aurora and York Regional Police indicate that while they provide a benefit to pedestrians, there is a tendency for motorists to use the countdown display to determine when the signal is turning red. The motorist may then increase their rate of speed to get through the intersection before the signal changes. This concern over the increase in speed affects the overall safety of the intersection.

Therefore, it is recommended that the existing locations that have PCS be retained. Future PCS should be considered at intersections characterised with wide intersection pedestrian crossings distances, proximity to schools or senior centres having a high percentage of pedestrian usage.

5. FINANCIAL IMPLICATIONS
There are no financial implications associated with this report. The cost(s) estimated at $1,000 per crossing is funded through the Business Plan and Budget process in the Region’s Capital Signal Improvement Program.
6. LOCAL MUNICIPAL IMPACT
There are no local municipal implications associated with this report.

7. CONCLUSION
Based upon staff’s study results, comments received, other jurisdictional studies and in the spirit of the Ontario Disabilities Act, it is recommended that the existing locations that have PCS be retained. PCS be considered at intersections characterized with wide intersection pedestrian crossings distances, proximity to schools or senior centres having a high percentage of pedestrian usage.

The Senior Management Group has reviewed this report.

6 ROAD MAINTENANCE OPERATIONAL PRACTICES

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 20, 2002, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS
It is recommended that:
1. This report be received for information.
2. A future report be submitted with recommendations on the possible implementation of service levels adjustment and managed competition in the delivery of various road maintenance and operations functions.

2. PURPOSE
This report provides information on the steps that are being taken to review and potentially improve the current road maintenance and operational practices in the Roads Transportation Branch of the Transportation and Works Department. It provides a detailed summary of the current practices, where the gaps between current practice and industry best practices are and how they can be reduced.

3. BACKGROUND
The Roads Transportation Branch of the Transportation and Works Department carries out the road maintenance and operations of the Regional road system. The Road Maintenance Manager is supported by Technologists, Technicians, Patrol Supervisors and Maintenance Workers. They are assigned to four patrol depots under the direction of a Patrol Supervisor who is responsible for work planning, supervision, incident
management and inspection. Typical maintenance and operating activities include road repairs, guide rail repair and replacement, sign installations, drainage maintenance, roadside maintenance, bridge maintenance and winter snow and ice control.

In a business such as road maintenance and operations, where there are a number of policies and practices that are carried out each day, it is prudent, every so often, to review these policies and day to day practices. It is necessary to review how we do business and investigate other options and alternatives to make improvements. These improvements must result in cost savings, while still providing an efficient and effective program. With the growth that has occurred in The Regional Municipality of York over the past several years, the way we do things must be reviewed to ensure they reflect the changes in the environment that result from the growth.

New multi-lane roads have been transferred to the Region and areas that used to be rural in nature are now very much built up urban areas with additional demands for better service. These factors and the growth in traffic prompted a review of the current practices.

3.1 Current Breakdown and Staffing
For road maintenance purposes, the Region has been split up into four patrol areas. The North Patrol Yard covers all of Georgina and East Gwillimbury. The Central Patrol Yard includes King, Newmarket, Aurora and Whitchurch-Stouffville. The South-West Patrol Yard covers Vaughan and a portion of Richmond Hill and the South-East Patrol Yard covers Markham and a portion of Richmond Hill. Each patrol area is responsible for the maintenance and operation of all the Regional roads in their geographic area. In each of these areas, there is a patrol yard that is operated under the direction of the Patrol Supervisor. There are two Technicians, two Lead Operators and four Maintenance Workers in each patrol yard.

3.1.1 Maintenance Activities
Each patrol area is responsible for the maintenance and operation of the roads in the area. Generally, the operations are split into winter activities and non-winter activities.

Winter activities include 24-hour dispatch and winter patrols of the roads, snow and ice removal through spreading salt and sand, and clearing snow with plows and grader. Spring clean-up and culvert steaming for drainage is also part of this program. Council recently endorsed the use of an anti-icing program to assist with fighting snow and ice, while reducing the amount of salt used on the roads. In addition, snow removal is becoming a bigger part of the winter operations and as roads become more congested and pedestrian activity increases, the need to remove snow and take it to a disposal site will become more demanding.

Non-winter activities include all the other activities that are completed when the winter activities are not being carried out. These include shouldering, grass cutting, sign
placement, guide post and guide rail, debris pick up, asphalt patching, base repairs, weather related activities such as tree removal, washouts and flooding, tourism sign installations and replacements, illegal sign pick up, utility installation inspections, locates from utilities for road works, pothole repair and crack sealing. In addition, staff are required to respond to unplanned activities such as spills, temporary road closures, accidents, police investigations, complaints, etc.

It is the sum of all these activities that provides the current benchmark of cost per lane kilometre to operate and maintain the Regional road system. The cost in 2002 is projected to be $5,583/ln-km.

3.1.2 Current Situation
In the recession of the early 1990s, decisions were made to outsource many of the road maintenance activities. This was done at a time when contractors were readily available at a reasonable cost.

If an emergency arose, it was easy and quick to get a contractor to respond. As times have changed, contractors are very busy and, therefore, are not as available on short notice. What once took a day or so to complete, now takes several days and costs have escalated.

Staff deal with complaints on a day to day basis leaving very little time for routine and planned maintenance activities. It often takes a considerable period of time before work orders are dealt with. In addition, there is an expectation from residents for higher standards. As housing starts to encroach into the rural road sections and the urban boundaries grow, a higher level of maintenance is expected. Residents want the grass cut more often, the garbage picked up and illegal signs removed.

The Health and Safety requirements for working on multi-lane roads require additional staff to provide traffic control, leaving fewer staff to carry out the work. For example, to carry out asphalt patching on a multi-lane road such as Highway 7, six staff are required. Patching is a planned activity, therefore, if one staff is not available, due to sickness, vacation or lieu time, the operation cannot proceed.

There are several areas of concern that should be addressed. It has proven difficult to maintain current service levels. The road system has grown substantially over the past few years. The volume of traffic has grown and congestion levels are increasing. Since 1992, staff levels in the road maintenance area have dropped from 64 to 37 in 2002, while the road system has increased from 1,830 lane-kilometres in 1992 to 3,110 lane-kilometres in 2002. The road system has expanded 65% and the internal work force has reduced by 42%. The number of contracted services has grown substantially over the past several years. Based on dollars spent on Regional activities compared to contracted services for winter maintenance, 69% is contracted out and for non-winter maintenance, 53% is contracted out, for an average of 61% contracted services.
The road system is forecasted to continue to grow. The growth in the Region is also continuing to grow. The responsiveness to requests from the residents needs to improve and the service levels will have to be improved.

4. ANALYSIS AND OPTIONS

In order to provide road maintenance services at the best possible price, while maintaining the level of service that people are accustomed to, staff is constantly looking for efficiencies and cost savings through continuous improvements. Over the past year, two separate reviews have taken place to determine the strengths and weaknesses of the current practices and how they can be addressed. The objectives of these reviews is to determine a balance between efficiencies, cost savings and effectiveness with the need to provide a high level of service. A look at other organizations has taken place to see how closely the Region’s maintenance and service levels compare to others. The introduction of Provincial Minimum Maintenance Standards may also have an impact on the service levels as staff resources would have to be directed to the new standards and leave other maintenance activities.

4.1 Consultant Report

In September 2001, McCormick Rankin Corporation (MRC) was engaged to review the efficiency and effectiveness of current operations to identify possible service delivery strategies.

Included, was an assessment of the Region’s current practices in relation to industry standards, and a comparison with the procedures employed by adjacent regions. There was also a recognition of the need to put a greater emphasis on responsiveness to requests and maintaining the Region’s position as a knowledgeable agency.

The consultant also introduced the concept of managed competition in the delivery of various functions. Managed competition requires the creation of an equal playing field that is competitive and ensures that staff expertise is retained. If too much work is contracted out, without retaining the ability to do the work in house, then there is a possibility contract prices will rise. To combat this possibility, the option to carry out the work in house should be considered. This would include well trained staff and equipment. It would be most effective to be a knowledgeable client with educated staff with the appropriate skills to get the work done.

One of the major findings in the MRC report is that the internal staffing levels are substantially below the norm. The average number of employees per 100 lane-kilometres for Regional jurisdictions is in the order of four to five. The current ratio in York Region is 2.4 employees per 100 lane-kilometres. This supports the major concern from staff that:

- Service levels expectations are not always being accomplished in a timely manner.
• Inspection and general oversight of contracted services is lacking.
• There is insufficient coverage of all shifts and vacation coverage with experienced staff.
• The appropriate level of supervision is lacking.
• There is insufficient performance monitoring to support service level adjustments and budget priorities.

4.2 Internal Review
The roads maintenance staff met to review what is currently happening, what is not happening, and what should be done to improve the efficiency and effectiveness of the section.

It was identified that several activities were not being done on a regular basis, which opens the Region up to criticism. Some of the identified activities are:
• Detailed system inspections
• Night time sign visibility checks
• Culvert inspections
• Ditch inspections for drainage
• Guide rail inspections
• Inventory maintenance
• Pavement markings and reflectors
• Mud tracking
• Illegal signs

In addition to these items that are directly attributable to staff, there are many operations that are contracted out. These contracts must be administered and supervised by staff. The quality control and quality assurance is difficult to maintain with the current staffing levels. Due to the traffic volumes on many Regional roads, some contracted services are carried out at night. Pavement marking, striping, stop blocks and directional arrows are done during the low volume times at night without any Regional supervision.

The group determined the number of person-days required to complete all of the planned activities for non-winter maintenance for each patrol yard. The number of staff and contractor personnel was considered. For example, the current ditching operation uses contracted services for flagging (typically two persons) and the operation of the rented gradall (one person), three drivers with three dump trucks and one staff and pick-up truck. Regular duties such as patrolling, supervising other projects and patrol yard office work must be carried out in addition to the above. For all the planned activities in each yard to be completed using a similar evaluation, it was determined that there is a need for 840 person days. There are approximately 140 working days available for this type of work. Dividing the required work force by the number of days results in the need for 6 maintenance workers working full time to complete the activities. In addition to this, a supervisor is required.
There must also be a consideration for vacation time, lieu time and sick time. On average, each of the staff is earning 4 weeks vacation each year plus 2 weeks of lieu time. This adds up to 180 days of lost time for each yard, which is the equivalent of 1.3 person days per yard. To allow for this, an additional 1.3 staff complement is required in each yard bringing the total to 8.3 staff. Each yard currently has four maintenance workers and two lead operators for a total of six staff to carry out the activities that requires 8.3 staff. Therefore, for a ditching operation, there is a need to either:

- Contract out the trucking operation along with the gradall operation, or
- Add two to three staff in each yard.

A full evaluation of the options will be completed in a future report.

4.2.1 Unplanned Staffing Requirements
In addition to the planned maintenance activities there are several unplanned activities that require attention in a timely manner. These activities include:

- Transit signs, stops and debris pick up.
- Traffic safety initiatives and new signs.
- Requests from police for roads closures, spills, accidents and clean up.
- Weather- fallen trees, washouts, flooding.
- Tourism signs-install, replace and remove.
- Complaints from the public.
- Internal requests for support for – watermain breaks, events, transportation of items.

These unplanned activities require approximately 56 person days per yard, which equates to 0.4 persons bringing the total persons required to 8.7.

4.3 Performance Standards and Levels of Service
The measure of effectiveness of a road maintenance operation can best be done by determining the level of satisfaction from our customers, the road user. Currently, many complaints are received on the tall grass that needs cutting, garbage pick up, illegal signs, and drainage complaints.

The perfect level of service would be zero complaints received, however, this is not practical. A standard needs to be set so that staff will be able to deal with the complaint in a reasonable amount of time.

Each activity should be identified and the expected time required to deal with a complaint for this activity. This must be considered along with the routine maintenance activities to be carried out.

4.4 Current Level of Service
Roadway Maintenance Standards are established to provide a level of service that is satisfactory to the client. The level of service for the irregularity to be fixed is based on a measure for the irregularity and the length of time it takes, from when the irregularity is
noticed, for the irregularity to be fixed. For example, a surface deformation for an M12-M18 class road has a maximum depth of 6 cm and must be corrected within three working days.

4.5 Liability
There is a certain liability that is attached to the maintenance of a road. Section 284 of the Municipal Act states that the Municipality is responsible to maintain the roads, of which they have jurisdiction over, in repair. Ontario Regulation 239/02, made under the Municipal Act, identifies a number of Minimum Maintenance Standards which, when adhered to, will assist the Region in claims against liability. The Minimum Maintenance Standards identify a level of service that is acceptable for maintaining roads in a safe state of repair.

4.6 Available Options
The operating services that are currently carried out do not seem to be compatible with the expected service levels and safety issues. Numerous requests are received from residents, drivers and politicians to cut grass, pick up garbage, remove signs, etc. If the level of service was increased, it would be expected that the number of requests for this type of work would be reduced. At present, approximately 60% of the service is contracted out.

This worked well in an environment where the contractors were eager for work and readily available, however, in today’s situation contractors are busy and are not as eager to travel to the far reaches of the Region to carry out a maintenance activity.

In addition, the current staffing levels do not always allow proper supervision of the contractors nor the workforce required to complete the planned activities or the unplanned activities. In determining the appropriate mix of staff and contracted services, consideration will be given to reviewing the issues around the core activities, the contracted services and the services that are shared.

Some of the options that will be considered are:

Managed Competition
Ensuring that the contracted services could be completed by staff should costs of the contracted service exceed the costs that staff can complete the works for; or alternatively, the Region competes against contractors for a service by submitting a "bid" based on true costs of completing the service.

Addition of Staff and Equipment
This option would see staffing levels increase over time, and additional equipment purchased so that the amount of contracted services is reduced.
Increase the Amount of Contracted Services
This option would see an increase in the amount of work completed by contractors and staff would be used to supervise and manage the contracts.

A future report will provide a more detailed explanation of each of these options and others that may be considered as a result of further consultations. This future report will also make a recommendation for the preferred option and an implementation plan for the preferred option. It can be expected that when the level of service is changed or the way we do business is changed, the associated costs with that change, will also change. The future report will look at all the options and the costs associated with each of the options.

5. FINANCIAL IMPLICATIONS
There are no financial implications of this report. The Regional road system has grown significantly over the past 10 years. In order to maintain this road system to the service levels that the residents demand, it is expected that the costs of the maintenance operation will increase. These service levels can be attained in several different ways, but there will be a cost to maintain and/or increase these service levels. All options will be evaluated in terms of their costs.

6. LOCAL MUNICIPAL IMPACT
There are no local municipal impacts as a result of this report.

7. CONCLUSION
The Roads Transportation Branch has completed studies, through consultants and staff, on the current road maintenance and operations of the Regional road system. The results of these studies indicate that there is a gap in completing activities in a timely manner and that the contracted services are not always getting the management and supervision required. There are possible options including fully contracting out, additional staff and equipment, increasing the amount of contracted services and managed competition. A future report will be presented with recommended service levels and a preferred option.

The Senior Management Group has reviewed this report.

7 COMMUNITY SAFETY ZONE
The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 20, 2002, from the Commissioner of Transportation and Works:
1. **RECOMMENDATIONS**

   It is recommended that:
   1. The proposed Community Safety Zone (CSZ) warrant policy, as attached to this report, be adopted by Regional Council.
   2. York Regional Police be requested to increase enforcement in CSZ locations, as their resources permit.
   3. The CSZ at the intersection of Weston Road (Y.R. 56) and Highway 7 (Y.R. 7) be removed once the proposed warrant is adopted.
   4. A copy of this report be forwarded by the Regional Clerk to the Clerks of each of the local municipalities.

2. **PURPOSE**

   This report proposes a set of warrant criteria for the future implementation of CSZs on the Regional road network.

3. **BACKGROUND**

   At its meeting on November 28, 2001, the Transportation and Works Committee considered a report on a proposed warrant for CSZs. Prior to making a decision on a policy for warrants, it was recommended that the proposed policy be circulated to local municipal staff for comments. In response to Committee’s direction, staff forwarded the proposed policy to all of the local municipalities requesting their review and comments on the proposed CSZ warrant. Comments were received from the staff of two local municipalities, which both indicated support for the proposed warrant for future installation of CSZs on the Regional Road network.

3.1 **Community Safety Zone History**

   On September 1, 1998, the *Highway Traffic Act* was amended to permit the establishment of CSZs on public roads. Bill 26 entitled *the Highway Traffic Amendment Act (Community Safety Zones)* allows municipalities to pass by-laws for the designation of these roads under their jurisdiction.

   In October 1998, the Ministry of the Solicitor General and the Correctional Services released a document entitled “Community Safety Zones - Identification and Designation Guide”. This guide defines CSZs as “parts of a roadway” where public safety is of special concern. This might include roadways near schools, day-care centres, retirement facilities or areas with high roadway accident rates.

   CSZs are sections of roads that have been designated by municipal by-law, where the fines for most Highway Traffic Act violations have been doubled. The intent of these zones is to modify driver behaviour and increase safety for all road users, particularly
children and seniors. In the fall of 1998, a Regional/Area Municipal Technical Working Group was formed to establish a uniform application of CSZs throughout the Region. The recommendations of this group were summarized in a report entitled “Community Safety Zones - Implementation Guidelines” adopted by Regional Council on April 15, 1999.

An optional review process for all proposed CSZs was established with the York Regional Police through the Traffic Safety Strategy Committee. This committee is mandated to address traffic safety in the Region through programs involving enforcement, engineering and education. By means of this Committee, both the Region and the local municipalities can be made aware of potential enforcement concerns with a proposed CSZ before it is established.

Four CSZs locations along Regional roads were selected based on the implementation guidelines developed by the Regional/Area Municipal Technical Working Group for a trial assessment. The selected areas exhibit a history of collisions and safety issues that arise from traffic offences including speeding, red light running and aggressive driving. On September 9, 1999, Regional Council adopted a report listing the following locations as CSZs:

- Bayview Avenue – Thornlea Road to Sycamore Drive/Romfield Circuit North, Town of Markham.
- 16th Avenue – Fern Avenue to Maple Avenue, Town of Richmond Hill.
- Highway 7 and Weston Road intersection, City of Vaughan.
- King Road – Warren Road to John Street, Township of King.

On June 14, 2000, Regional Council adopted a report on a preliminary assessment of the four CSZs. Results from this review were inconclusive and a longer-term assessment was recommended to measure collision reduction and community acceptance.

The Roads Transportation Branch routinely receives requests for the implementation of CSZs on the Regional road network. It is timely that a warrant for implementation of CSZs be developed. The Ontario Ministry of Transportation (MTO) initially provided the Transportation Engineering community the CSZ as a new road safety tool. This tool provided little guidance in its application, and no supporting research to indicate its effectiveness or efficiency.

As a result, a number of municipalities have conducted preliminary studies to measure the effectiveness of CSZs. Results of these studies indicate that the original guidelines established by MTO for implementation were a good start, although additional factors and analysis were required. Municipalities including the City of Hamilton, Region of Durham, City of Ottawa and City of Toronto have developed a warrant for the implementation of CSZs to achieve the desired goals and objectives.
4. **ANALYSIS AND OPTIONS**

The four existing CSZs were evaluated upon implementation. The evaluation considered the before and after results of the CSZs. The criteria that were used to compare the results consisted of the change in the number and the severity of collisions, speed study results, which were used to gauge driver behaviour within CSZs, and community acceptance. The results of the analysis showed the number and severity of collisions to be statistically insignificant due to the fact of the randomness of collision occurrence. The existing CSZ locations have not been in place long enough to base a realistic collision comparison.

Generally, collision comparisons are based on a minimum of three years of data. The preliminary results indicate in some areas there has been a slightly higher number of collisions within the CSZ.

The Region of Durham also completed an evaluation process within their CSZ designations. The results from their studies indicate the only areas where operating speeds were slightly reduced were areas that received the most consistent level of police enforcement.

It can be concluded that vehicular speed in the CSZ is not affected by signing alone. Consistent enforcement levels were found to be crucial in ensuring the on-going effectiveness of the CSZs and the specific provincial legislation. However, enforcement is a limited resource, divided amongst many competing policing priorities. It is also paramount that the judicial system upholds the increased fines within the courts.

These results lead to the conclusion that the CSZ designation is more an enforcement tool than an engineering tool. It is, therefore, proposed that York Regional Police be requested to increase enforcement in CSZ locations as their resources permit on the Regional road network.

4.1 **Proposed Warrant**

A number of municipalities have conducted studies to measure the effectiveness of CSZs within their jurisdiction and have developed a warrant. The purpose of creating a CSZ warrant process is to ensure that CSZs are providing the greatest benefits to communities.

Results of these municipal studies indicate that the original guidelines established by MTO for implementation were a good start to this process. It is felt, at this time, that an enhancement to the process is required in order to decide, with consistency, future CSZ locations.
Establishing a warrant for the implementation of CSZs enables Regional staff to examine the key factors and conditions before a CSZ is implemented. The proposed CSZ Warrant outlines two major components. The warrant is provided as Attachment 1.

The first component, Warrant 1 - Designated Areas of Special Concern must be satisfied before continuing onto Warrant 2. Warrant 2 - considers collision and risk components. One of these components must be satisfied in order for a CSZ to be implemented. The proposed warrant is similar to warrants of other municipalities.

4.2 Existing CSZs
If the proposed warrants are applied to the existing four CSZs, it can be seen that the intersection of Weston Road and Highway 7 does not meet the warrant and should therefore be removed.

5. FINANCIAL IMPLICATIONS
There are no financial implications as a result of this report.

6. LOCAL MUNICIPAL IMPACT
This report provides the Region with a CSZ policy along the Regional road network. This policy now provides the Region with a means of evaluating and determining the merit of implementing CSZs. The policy has been commented on and supported by local municipal staff.

7. CONCLUSION
Response from the staff of local municipalities indicated no concerns with the proposed adoption of the warrants for the installation of CSZs. These warrants ensure that the goals and the objectives of the CSZs legislation are better fulfilled. The proposed warrant involves significant thresholds for the purpose of ensuring that CSZs remain an effective enforcement tool that is used when conditions justify their need. The proposed warrant was developed in consultation with other municipal agencies across Ontario and is similar to the warrants of other municipalities.

Paramount to any effectiveness of any CSZ is the availability of consistent police enforcement, which continues to be a limiting factor of the continuance and implementation of future CSZs in the Region. Consequently, future CSZs should be implemented only at specific sites where significant improvements to traffic safety can be realized and, whereby, their overuse will not persuade driver disrespect and further diminish their effectiveness over time.

The existing CSZ at the intersection of Weston Road and Highway 7 does not meet the proposed warrant and, therefore, should be removed when the proposed warrant is adopted.
The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing is included with this report and is also on file in the Office of the Regional Clerk.)

8
ELGIN MILLS ROAD EAST
TOWN OF RICHMOND HILL, PROJECT 9122

The Transportation and Works Committee recommends:

1. The recommendations contained in the following report, November 20, 2002, from the Commissioner of Transportation and Works be adopted;

2. Staff be requested to prepare a report by Spring, 2003 subsequent to completion of the review and update of the Regional Noise Policy/Guideline to address the following issues:

(a) whether or not a noise review should be undertaken relating to this project; and

(b) tree planting options to provide visual screening on Mulock Drive in the Town of Newmarket.

1. RECOMMENDATIONS
It is recommended that:

1. Regional Council authorize Regional staff to arrange for the planting of additional trees between the sidewalk and the fence on the south side of Elgin Mills Road East (Y.R. 49) between Newkirk Road and Bayview Avenue (Y.R. 34), where appropriate, to improve the visual screening of the adjacent backyards.

2. Staff continue to investigate whether any flooding issues exist, and carry out appropriate remedial work to correct such problems, within the Elgin Mills Road (Y.R. 45) right-of-way.

3. Regional Clerk forward a copy of this report to the Clerk of the Town of Richmond Hill.

2. PURPOSE
The purpose of this report is to respond to the Town of Richmond Hill’s request to address five issues related to the Elgin Mills Road reconstruction project completed in 2000, between Newkirk Road and Bayview Avenue. A location map is appended as Attachment 1.

3. BACKGROUND

York Region completed the widening and reconstruction of Elgin Mills Road between Bayview Avenue and Shaftsbury Avenue in 2000. Included in the work was the construction of an urban section with storm sewers, curbs and gutters that replaced the roadside ditches. The construction contract also included a concrete sidewalk on both sides of the road with upgraded illumination funded by the Town of Richmond Hill.

The Town of Richmond Hill erected a noise attenuation fence on the east side of Newkirk Road as part of the road widening and reconstruction in 2001. According to the Town staff, the Class Environmental Assessment (EA) of the Newkirk Road project identified the need for such a fence.

Some residents, whose properties back onto the south side of Elgin Mills Road, requested to have a fence similar to the one erected on Newkirk Road. The residents made a deputation at the Town of Richmond Hill Council meeting on July 22, 2002 requesting five issues be addressed.

The Town of Richmond Hill Council passed a resolution at its meeting on July 22, 2002 identifying five issues that they requested York Region to address as follows:

(a) **“Acknowledge that in reconstructing Elgin Mills Road, between Newkirk Road and Bayview Avenue, the road grade was raised substantially, and thereby diminished the effectiveness of privacy screening for residents whose backyards abut the road.”**

(b) **Take the necessary steps to restore the effectiveness of privacy screening on those properties concerned to the satisfaction of the owners.**

(c) **Investigate and remedy the flooding issues, which have emerged as a result of the regrading of Elgin Mills Road.**

(d) **Conduct a further noise study.**

(e) **Include in the budget process, when considering future road improvements, funds to mitigate adverse effects to the abutting properties, which are attributable to the road improvements.”**

The Class EA process of Elgin Mills Road East project started in 1992 and was completed in 1997. As part of the Class EA, York Region held three Public Information Centres to discuss the project with residents. The construction started in the fall of 1999.

The Town of Richmond Hill Council at its meeting of September 21, 1999 passed the resolution requesting the Region to erect a noise attenuation fence on the south side of
Elgin Mills Road East. The Regional Municipality of York Council at its meeting on October 14, 1999 approved the Transportation and Works Committee report recommending that a noise barrier not be considered for placement on the south side of Elgin Mills Road between Bayview Avenue and Newkirk Road. The Region held a public meeting on January 27, 2000 to discuss Regional Council’s decision at the meeting of October 14, 1999. Regional staff also addressed the other concerns of privacy screening and flooding at the meeting on January 27, 2000. The project construction was completed in the fall of 2000.

4. ANALYSIS AND OPTIONS

Staff have completed the investigation of the issues that the Town of Richmond Hill requested York Region to address. The request can be categorized in four issues, privacy screening, flooding, noise, and policy for funding mitigation work on future projects.

4.1 Privacy Screening

Parts (a) and (b) of the Town of Richmond Hill’s resolution relate to the effectiveness of privacy screening. The backyards adjacent to the south side of Elgin Mills Road East are generally lower than the road. Some are as much as 1.5 metres lower than the pavement. The reconstruction of Elgin Mills Road East between Yonge Street and Bayview Avenue included a new concrete sidewalk on the south side of the road. The road centreline was shifted to the north by two metres in order to accommodate the new sidewalk. The pavement elevation remained the same except at three points where the road was raised by half a metre to create the minimum gradient required to drain the gutters. The sidewalk is approximately five metres in average from the fences along the edge of the road right-of-way.

Some of the fences separating the backyards and the road are as low as 1.2 metres in height. Privacy screening is ineffective for some of the backyards on the south side of Elgin Mills Road East between Newkirk Road and Bayview Avenue because of the combination of low back yards and fence height.

In conformance with the Regional streetscaping policy, trees have been planted immediately between the sidewalk and the fence line after the road construction was completed. These trees will take a few more years to mature and provide the benefit of visual screening.

Staff have reviewed the situation again, and identified a potential improvement to the privacy screening in some backyards. The Regional Forester is proposing to plant twelve additional trees between the sidewalk and the backyards where the fences are much lower than normal height relative to pedestrian level. This will improve the privacy screening effect for the few properties. Most of these new trees will be conifers.

4.2 Flooding Issue
Part (c) of the Town of Richmond Hill’s resolution, requests to “investigate and remedy the flooding issues which have emerged as a result of the regrading of Elgin Mills Road.” The roadside ditches along Elgin Mills Road East were replaced with curbs and gutters in the road reconstruction contract. The new storm sewer system captures the majority of the road drainage.

A slope was created from the back of the sidewalk on the south side of the road to meet the existing ground. The design also included installation of ditch inlets at the bottom of the slope in front of the fence line to capture the storm water runoff from the slope and from the backyards. During construction, the contractor had satisfactorily dealt with the flooding issue raised at the meeting on January 27, 2000.

Staff toured the site and saw no evidence of standing water at the bottom of the slope on the south side of Elgin Mills Road East. Regional road patrol staff have no record of any flooding problems in the area. The Town of Richmond Hill staff confirm that there have been no record of flooding in the area along the south edge of the road right-of-way. Nevertheless, staff will continue to pay special attention to this area and carry out necessary remedial work to correct any flooding problems, as may be appropriate.

### 4.3 Noise Issue

Part (d) of the Town of Richmond Hill’s resolution, requests to “conduct a further noise study”. The design consultant carried out a noise study as part of the Class EA process in 1997. Following the Provincial Protocol and the Region’s Noise Policy/Guideline, the impact of the road widening did not warrant mitigation.

Regional Council at its meeting on October 14, 1999 adopted Clause 6 embodied in Report No. 14 of the Transportation and Works Committee that the Elgin Mills Road project did not warrant noise mitigation. An independent acoustical consultant reviewed the findings in the Class EA and concurred with the results. It is the opinion of Regional staff that as no significant changes in local circumstances have materialized, any additional studies will reach the same conclusion.

### 4.4 Funds to Mitigate Adverse Effects

Part (e) of the Town of Richmond Hill’s resolution requests to “include in the budget process, when considering future road improvements, funds to mitigate adverse effects to the abutting properties, which are attributable to road improvements”. Class EA process assures that all appropriate mitigation related to the construction of any municipal infrastructure project is appropriately considered and included as part of the project during the planning and design stages. As such, the construction budget of Regional road reconstruction contracts already include funding to cover the cost of such mitigation measures.

### 5. FINANCIAL IMPLICATIONS
The proposed additional tree planting will cost approximately $3,000 and funding is available in the streetscaping portion of the 2003 Roads Capital Budget.

6. LOCAL MUNICIPAL IMPACT
Elgin Mills Road East reconstruction has improved the appearance of the road. The road characteristic has been upgraded with additional illumination and streetscaping. The curbs and gutters and sidewalks replaced the roadside ditches and gravel shoulders. The addition of sidewalks has been an important amenity to the community.

7. CONCLUSION
Staff have taken action and responded to the requests set forth by the Town of Richmond Hill. Additional tree planting at strategic locations will enhance the effectiveness of privacy screening of certain properties. York Region will continue to monitor the flooding issues and take corrective measures, should they arise.

The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

9
BATHURST COLLECTOR AND LANGSTAFF TRUNK SEWERS
PROJECT UPDATE, PROJECTS 77100 AND 77090

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 18, 2002, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS
It is recommended that:
1. This report be received for information by Committee and Council.

2. Regional staff be authorized to pay an honorarium at the end of the Request for Proposal (RFP) stage of up to $100,000 in total for the combined Bathurst Collector/Langstaff Trunk Sewer Design-Build contract. The honorarium is to be divided equally among the unsuccessful design/build proponents to a maximum of $35,000 each.)
3. Copies of this report be forwarded by the Regional Clerk to the Council of the City of Vaughan.

2. PURPOSE
The purpose of this report is to update Transportation and Works Committee and Regional Council on the status of the Bathurst Collector and Langstaff Trunk Sewers project and obtain authorization to pay honorariums to each unsuccessful design/build proponent.

3. BACKGROUND
In 1997, the Region completed a Master Plan Study for the York-Durham Trunk Sewer System, which identified construction of the Bathurst Collector and the Langstaff Trunk as “strategic” projects required to meet approved growth projections and commitments.

The Bathurst Collector will extend the York Durham Sewerage System northward to provide relief to the Maple Collector via the Langstaff Trunk as well as provide sanitary servicing for new development in the City of Vaughan. Phase 1 of the Bathurst Collector will be constructed north along Bathurst Street from Steeles Avenue to north of Highway 7. The Langstaff Trunk will be constructed along Langstaff Road from the Bathurst Collector to the Maple Collector at the C.N.R. tracks west of Keele Street (see Attachment 1).

A Class Environmental Assessment (EA) Study was completed and approved in 2000 for Phase 1 of the Bathurst Collector and for the Langstaff Trunk Sewer. An addendum to the original Class EA was also completed and approved in 2001 that identified the need for a northern extension of the Bathurst Collector (Phase 2) to Major Mackenzie Drive. Phase 2 is planned to be designed and constructed using different construction methods. As a result, Phase 2 is a separate project, not covered in this report.

The Bathurst Collector and Langstaff Trunk Sewers are included in the Region’s 2002 Ten-Year Capital Budget as “strategic” projects. York Region has entered into a pre-paid development charge agreement with landowners in Block 10 for the advanced construction of Phase 1 of the Bathurst Collector with a total capital budget of $26.5 million. Construction of Phase 1 of the Bathurst Collector is scheduled to start in 2003 with completion by 2005. Due to rapid growth in the City of Vaughan and limited available capacity in the Maple Collector, in November 2002, Regional Council authorized staff to negotiate the terms of a pre-paid development charge agreement with landowners in Blocks 18 and 33-West for the advanced construction of the Langstaff Trunk Sewer. The Langstaff Trunk Sewer project has a total capital budget of $17.5 million, with construction beginning in 2003 to be completed in 2005.

4. PROJECT UPDATE
4.1 Design-Build Process Development
York Region retained Marshall Macklin Monaghan Limited in April 2002 to provide Process Consulting Services for Phase 1 of the Bathurst Collector project. The assignment was extended in September 2002 to include similar services for the Langstaff Trunk Sewer contingent upon Blocks 18 and 33 West entering into an agreement for the advanced construction of the Langstaff Trunk. This was outlined in a report to the Transportation and Works Committee and Regional Council in April 2002 (Clause 16 of Report No. 4).

In May 2002 York Region retained Northway Photomap Inc. to provide aerial photography and mapping for both projects.

In June 2002 York Region authorized Marshall Macklin Monaghan Limited to retain DST Engineering Limited to provide Geotechnical and Hydrogeological Engineering Services for Phase 1 of the Bathurst Collector. The assignment was extended in September 2002 to include similar services for the Langstaff Trunk Sewer contingent upon Blocks 18 and 33 West entering into an agreement for the advanced construction of the Langstaff Trunk. This was outlined in a report to the Transportation and Works Committee and Regional Council in June 2002 (Clause 17 of Report No. 7).

Work is ongoing for preparation of one combined Design-Build Request for Proposals (RFP) for the Bathurst Collector and Langstaff Trunk Sewers. Completion of the Design-Build RFP documents is expected by February 2003.

4.2 Prequalification Process
A Request for Information was issued in October 2002 and closed in late November 2002. Submissions were received with respondents from Canadian and American based companies. Evaluation of the submissions will be completed in January 2003. This process is intended to select a minimum of three respondents for the upcoming design-build project.

Request for Proposals will be issued to three or more finalists in February 2003. It is proposed that an honorarium of $100,000 will be equally divided between each of the unsuccessful finalists, to a maximum of $35,000 each. Honorariums are required to ensure well developed design-build proposals, which include a significant amount of detail engineering design. This level of effort enables the proponents to estimate costs more accurately and thereby provide the Region with competitive pricing. In design-build projects of this nature, the owners provide incentives to the proponents in the form of honorariums to partially offset costs associated with preparation of the design-build proposal. York Region will have ownership of all information contained within all the proposals. The design-build contract will be awarded in May or June 2003 and is scheduled for completion by autumn 2005, subject to property acquisition.

4.3 Schedule
Key milestones for the project are as follows:

- Select three or more qualified respondents January 2003
- Issue Request for Proposals (RFP) February 2003
- Receive Design-Build proposals April 2003
- Award Design-Build contract June 2003
- Completion of Bathurst Collector – Phase 1 September 2005
- Completion of Langstaff Trunk Sewer November 2005

5. **FINANCIAL IMPLICATIONS**

The York Region 2002 Ten-Year Capital Plan includes a budget of $26.5 million for construction of the Phase 1 of the Bathurst Collector and $17.5 million for construction of the Langstaff Trunk Sewer. The approved 2002 budget and Ten-Year Capital Program includes funding starting in 2002 for the engineering and construction of the Bathurst Collector (subject to developer financing) and starting in 2007 for the Langstaff Trunk. Landowners in Blocks 10, 18 and 33-West have committed to providing up-front financing for both projects in return for development charge credits. This would allow for the advancement of these projects to 2003. The anticipated 2002 expenditures for this project is $700,000 and relate primarily to engineering costs. Sufficient funds are available for these expenditures in 2002 from up-front financing contributions. The cost of the proposed honorarium will be included in the project budgets and will be funded as part of the capital budget. The updated schedule for the Langstaff Trunk Sewer will be reflected in the 2003 Capital Works Budget.

6. **LOCAL MUNICIPAL IMPACT**

The project is required to provide relief to the Maple Collector and to accommodate future growth in the City of Vaughan. This project will have no adverse impacts on local municipalities other than impacts normally associated with large construction projects of this nature.

7. **CONCLUSION**

This report provides a status report of the Bathurst Collector and Langstaff Trunk Sewers Project. The overall project is on schedule and progressing well. The prequalification process will be completed in December 2002. A Request for Proposals for the Design-Build Contract will be issued by February 2003. This Report also requests authorisation for an honourarium of up to $100,000 in total, to be divided equally among unsuccessful proponents at the end of the RFP stage to a maximum of $35,000 each.

The Senior Management Group has reviewed this report.
(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)
10
OLD HOMESTEAD ROAD AT THE QUEENSWAY NORTH
CHANGE IN RIGHT-OF-WAY
TOWN OF GEORGINA

The Transportation and Works Committee recommends:

1. The following report, November 20, 2002, from the Commissioner of Transportation and Works be received; and

2. The intersection of Old Homestead Road and The Queensway North in the Town of Georgina be established as a four-way stop.

1. RECOMMENDATIONS
   It is recommended that:
   1. The stop control at the intersection of Old Homestead Road (Y.R. 79) and The Queensway North be changed from Old Homestead Road (Y.R. 79) to The Queensway North, as outlined in this report.

   2. The Regional Solicitor prepare the necessary by-law.

   3. The Regional Clerk forward a copy of this report to the Clerk of The Town of Georgina.

   4. The Regional Clerk forward a copy of this report to the Chief of Police with a request for increased enforcement, as their resources permit.

2. PURPOSE
   This report proposes a change in the stop control at the intersection of Old Homestead Road and The Queensway North from Old Homestead Road to The Queensway North. The procedure to complete this change is outlined in this report. The reversal of the stop control is to address potential traffic safety issues. A Regional by-law is required under the Highway Traffic Act before any such regulation can be signed and enforced.

3. BACKGROUND
   The intersection of Old Homestead Road and The Queensway North is currently controlled by stop signs on Old Homestead Road in the easterly-westerly approach to the intersection. There is no control on The Queensway North, in the northerly-southerly approach. Old Homestead Road is a two-lane arterial roadway, under the jurisdiction of The Regional Municipality of York, with a posted speed limit of 60-km per hour.
The Queensway North is a two-lane local collector road, under the jurisdiction of the Town of Georgina, with a posted speed limit of 50-km per hour, that carries significantly lower traffic volumes than Old Homestead Road. A location plan is provided as Attachment 1.

Concerns from area residents and staff of the Town of Georgina regarding the safety of this intersection have been brought forward through a motion approved by the Council of the Town of Georgina at their meeting held on September 3, 2002. This motion requested Regional staff to consider creating an all-way stop at the intersection and make such improvements as required, to improve the safety at this intersection.

4. ANALYSIS AND OPTIONS

The intersection of Old Homestead Road and The Queensway North intersect with a slight skew in the roadways. A curve to the south and a slight hill on the north and west approaches to the intersection are present. The alignment of the intersection creates visibility constraints for drivers travelling eastbound on Old Homestead Road restricting the line of sight to the north and to the south. Residents located on Old Homestead Road immediately east of the intersection also experience visibility problems because of the alignment of the road and have raised concerns regarding northbound traffic turning right onto Old Homestead Road at a high rate of speed. This concern has been observed by Regional staff during a number of observations. These visual constraints create the potential for collisions. The Town of Georgina has requested the Region to consider an all-way stop at this location to help address some of these concerns.

The installation of an all-way stop should only be considered when certain criteria are met. These criteria are based upon the following:

- Vehicle and pedestrian volumes.
- Average vehicle delay to minor street traffic.
- Where traffic signals are not warranted and a collision problem exists that can be prevented by the installation of an all-way stop.
- As an interim measure prior to the installation of traffic signals.
- As an interim measure, prior to reversing the stop control from one road to another intersecting road.

The implementation of all-way stop locations is governed by the Ministry of Transportation of Ontario guidelines, which provide Municipalities with warrants for their implementation and use throughout the Province. These guidelines provide a series of warrants, whereby, traffic is measured against thresholds to determine the merit of an all-way stop sign location.

Table 1 presents the compliance of the traffic demands against the warrant criteria for an all-way stop sign control. All three warrant components are required to be 100% fulfilled, to meet the minimum warrant for installation of an all-way stop sign control.
In this case, the intersection of Old Homestead Road and The Queensway North does not satisfy the warrant criteria for an all-way stop sign control.

Installing traffic control devices, which do not meet the warrant criteria, may result in a reduction in overall intersection safety. Specifically, the installation of traffic control devices at intersections often increases the occurrences of certain types of collisions. Rear-end collisions on the major streets, for example, can increase by as much as 60% after the installation of traffic signals.

Additionally, the average delay to side street traffic is often substantially increased during periods of the day outside of peak hours. To avoid these safety concerns, the Region’s policy is to install traffic control devices only after the warrant criteria are met.

In consideration of these criteria, it is staff’s position that an all-way stop not be considered at this location. After reviewing this intersection in the field, it is felt that a change in the stop control from Old Homestead Road to The Queensway North would improve the safety. Regional staff, therefore, propose to revert the stop control from Old Homestead Road to The Queensway North. This reversion would allow motorists a clearer view of traffic approaching the intersection from all directions while stopped when travelling northbound and southbound on The Queensway North. Additionally, this reversion will also provide the residents on Old Homestead Road, east of the intersection, a clearer indication of the intended direction of travel of vehicles approaching the intersection from the south.

To affect such a change in the right-of-way, a legal process is in place that must be followed.

Where right-of-way is being reassigned from one roadway to another crossing roadway, through the elimination of an existing stop sign control and the installation of a stop control on the previously uncontrolled roadway, an introductory period is required to safely carry out the transition.

The reversion in stop control involves a two step process:

### Table 1

<table>
<thead>
<tr>
<th>Warrant Component</th>
<th>Warrant Compliance %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Vehicle Volume – All Approaches</td>
<td>28</td>
</tr>
<tr>
<td>Combined Vehicular and Pedestrian Volume - Minor Street</td>
<td>27</td>
</tr>
<tr>
<td>Volume Split – Major Versus Minor Street Traffic</td>
<td>50</td>
</tr>
</tbody>
</table>
4.1 Legal Process to Change Stop Control

4.1.1 Initial Step
Install oversized stop signs facing traffic travelling northbound and southbound on The Queensway North. This creates a “temporary” all-way stop at the intersection. To increase the awareness of the new changes at the intersection to all road users, additional signs are also installed. These signs are as follows:
- “All Way” tabs on all approaches.
- Oversized “Stop Ahead” signs.
- Warning signs indicating “That Cross Traffic Does Not Stop”, with the effective date.
- The installation of warning signs facing eastbound/westbound traffic indicating “This Stop Sign Will Be Removed On” with the effective date.

4.1.2 Second Step
Once the public is aware of the proposed changes, the existing stop sign and the warning sign, “This Stop Sign Will Be Removed” eastbound and westbound on Old Homestead Road will be removed. In the northbound and southbound direction on The Queensway North, the tab sign “All-Way” and the “New” sign overhanging the oversized “Stop Ahead Sign” will be removed along with “Cross Traffic Does Not Stop” sign.

The new installation will be monitored by the Region with a request for enforcement by York Regional Police, as their resources permit.

5. FINANCIAL IMPLICATIONS
The costs associated with the manufacture and installation of any necessary sign(s) will be incurred within the 2003 Roads Transportation Program Budget.

6. LOCAL MUNICIPAL IMPACT
There is no local municipal impact associated with this report.

7. CONCLUSION
To address the safety concerns and improve the sight visibility for motorists entering the intersection of Old Homestead Road and The Queensway North, a change of right-of-way is proposed. Motorists will be required to stop on The Queensway North rather than Old Homestead Road.

A Regional by-law is required before any change in stop control can be implemented and enforced. It is, therefore, recommended that the Regional Solicitor prepare the necessary by-law and that a copy of this report be forwarded to the Clerk of the Town of Georgina.
and to the Chief of York Regional Police, with a request to enforce the new change in stop control, as their resources permit.

The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

11
STOP UP, CLOSE AND SELL A PORTION OF POLVA PROMENADE
TOWN OF GEORGINA

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 20, 2002, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS
   It is recommended that:
   1. The Regional Municipality of York support the proposal by the Town of Georgina to stop up, close and sell a portion of Polva Promenade in the Town of Georgina.

   2. A copy of this report be forwarded by the Regional Clerk to the Clerk of the Town of Georgina.

2. PURPOSE
   This report is prepared to seek Regional Council support on the proposal by the Town of Georgina to stop up, close and sell a portion of Polva Promenade.

3. BACKGROUND
   The Town of Georgina sent a notice to the Region indicating its intent to stop up, close and sell a part of a road allowance in their jurisdiction. This notification has been sent to the Region because of statutory requirements. The Regional Municipalities Act (s.44) requires a local municipality to notify Regional Council of its intent to stop up a highway. Regional Council then has 60 days to object to the closing. If Regional Council objects, the highway cannot be closed, except by agreement between the Region and the local municipality. There is also a provision for referral to the Ontario Municipal Board, if an agreement cannot be reached.
4. **ANALYSIS AND OPTIONS**
   Staff reviewed the Town of Georgina’s proposal to close a portion of Polva Promenade. This road has no impact on any Regional facility, therefore, there are no objections to its closure. It is, therefore, recommended that the Region support the closure and the Regional Clerk forward a copy of this report to the Clerk of the Town of Georgina notifying Regional Council’s support of the closure. A location plan is provided as *Attachment 1*.

5. **FINANCIAL IMPLICATIONS**
   There are no financial implications as a result of this report.

6. **LOCAL MUNICIPAL IMPACT**
   This report supports the Town of Georgina’s proposal to stop up, close and sell a portion of Polva Promenade, in the Town of Georgina.

7. **CONCLUSION**
   The Town of Georgina sent a notification to the Region indicating its intent to stop up, close and sell a portion of Polva Promenade, in the Town of Georgina. Regional staff has no operational issues to object the closure. It is, therefore, recommended that Regional Council support the closure of Polva Promenade.

   The Senior Management Group has reviewed this report.

   *(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)*

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12
**REVISIONS TO SPEED LIMIT BY-LAW**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 19, 2002, from the Commissioner of Transportation and Works and the Commissioner of Corporate and Legal Services:

1. **RECOMMENDATIONS**
   It is recommended that:
   1. Regional Council approve the revised format for the consolidation of the Region's Speed Limit By-law.
2. The Regional Solicitor be authorized to prepare the necessary By-Law for presentation to Council.


2. PURPOSE
The purpose of this report is to obtain Council approval for revisions to the Region's consolidated Speed Limit By-Law.

3. BACKGROUND
The Region's current Speed Limit By-Law incorporates speed limits for all Regional roads. These are set out in a schedule in a text format. As speed limits are approved by Regional Council, the text to the schedule is amended accordingly.

Staff of the Transportation and Works Department in consultation with Legal Services reviewed the by-law and determined that it would be a more workable document if two revisions were implemented. Firstly, it is recommended that a graphic representation replace the existing text format for the schedule. Secondly, it is recommended that an individual by-law be enacted for each Regional road for ease of reference and administration.

4. ANALYSIS AND OPTIONS
Staff of the Region's GIS Services Department have developed software which produces graphics to reflect all the data necessary for the by-law. A linear map of each Regional road has been produced. Superimposed on this map are graphics which detail the speed limits for each section of road and identify the relevant starting and ending points. The maps also show key intersections for purposes of orientation. Staff of the Transportation and Works, Roads Transportation Branch have worked with the GIS staff to input all the necessary data for each of the Regional roads. Accordingly, the system is now in a position to produce a linear map showing speed limits for each Regional road. This data can be readily amended as new regulations are enacted. A sample map is attached as Attachment 1 to this report. Similar maps will be appended as a schedule to each by-law.

It is recommended that a separate by-law be enacted for each Regional road to replace the existing Consolidated By-Law. This will result in a system of regulations that are more accessible, more easily understood and easier to administer and maintain.

Staff are currently working on similar revisions to other by-laws and will be bringing forward a report in due course to recommend revisions to the parking and other regulatory by-laws.
5. FINANCIAL IMPLICATIONS
There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT
There are no local municipal impacts associated with this report.

7. CONCLUSION
Staff recommend that the existing Consolidated Speed By-Law be repealed and replaced with the revised format, replacing text with graphic representation. In addition, it is recommended that a separate by-law be enacted for each Regional road.

The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

13
EXCHANGE OF EASEMENT AREA
HIGH STREET SEWAGE PUMPING STATION
TOWN OF GEORGINA

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 12, 2002, from the Commissioner of Finance:

1. RECOMMENDATIONS
It is recommended that:
1. Regional Council authorize the conveyance of an easement to the Corporation of the Town of Georgina over Parts 3 and 6 as shown on the attached plan subject to the Town abandoning its easement over Part 1 on the said plan.

2. The Commissioner of Finance be authorized to do all acts necessary to give effect to the transfer.
2. PURPOSE
The purpose of this report is to receive Regional Council’s approval to convey an easement to the Town of Georgina over Parts 3 and 6 on the attached plan providing the Town abandons its easement over Part 1 on the same plan (see Attachment No. 1).

3. BACKGROUND
The Region has a sewage pumping station located on Part of Lot 1, Block 67, Registered Plan 69, Town of Georgina. The property is located on the northwest corner of High Street and River Street in Sutton (see Attachment No. 2). This is a property that the Region purchased from the Town several years ago. The Town retained an access easement over the area of Part 1 as shown on the attached plan. This was an access from River Street to the banks of the Black River. The Region now wishes to expand the existing pumping station into the area of Part 1. The Town has agreed to abandon its easement over Part 1 providing the Region gives the Town an access easement over another part of the property. It was agreed that the new access would be over Parts 3 and 6 as shown on the Plan.

4. ANALYSIS AND OPTIONS
In order for the Region to expand the sewage pumping station on High Street in Sutton the Town of Georgina must abandon its access easement from River Street to the banks of the Black River. The Town has requested another access route to replace the present one.

5. FINANCIAL IMPLICATIONS
There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT
The Town of Georgina is in agreement with the revised access route shown on Attachment 1 as the easement to be conveyed to the Town of Georgina.

7. CONCLUSION
In order for the Region to expand the High Street Pumping Station it requires the Town of Georgina to abandon its existing access easement from River Street to the banks of the Black River. The Town of Georgina has agreed to abandon the easement providing the Region conveys an alternate access easement to the Town. It is recommended that Regional Council authorize the conveyance of an access easement to the Town of Georgina over Parts 3 and 6 on the attached Plan subject to the Town abandoning its existing easement over Part 1.
The Senior Management Group has reviewed this report.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

14
COMPENSATION FOR EXPROPRIATION
WARDEN AVENUE, PROJECT 9899
TOWN OF MARKHAM

(Regional Council at its meeting on December 19, 2002, amended the following Clause as follows:

Section 3.5, Property No. 5, Legal Description be amended to read Parts 5 and 6, Expropriation Plan D851”.)

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 11, 2002, from the Commissioner of Finance:

1. RECOMMENDATIONS
   It is recommended that:
   1. The Commissioner of Finance be authorized to make the following offer on behalf of the Regional Corporation in accordance with the *Expropriations Act* for:

   a) The land required for the widening and reconstruction of Warden Avenue (Y.R. 65) from Steeles Avenue to 16th Avenue (Y.R. 73), in the Town of Markham

2. PURPOSE
   The purpose of this report is to receive authorization to serve offers, under the *Expropriations Act*, on those parties who have a registered interest in the properties being expropriated.
3. **BACKGROUND**

On June 27, 2002, Regional Council authorized the expropriation of the following properties for the widening and reconstruction of Warden Avenue. *(See Attachment No. 1)*

An independent appraiser has prepared appraisal reports of the properties. It is now in order to make an offer to the owners in compliance with Section 25 of the *Expropriations Act*. This provision requires that the offers be made based on 100% of the market value and that such offers be made prior to taking possession of the property.

### 3.1 Property No. 1

- **OWNER:** York Region Condominium Corporation No. 726
- **PROPERTY:** Fee simple interest
  - Parts 1, 2, 3 and 4, Expropriation Plan D848
  - Town of Markham
- **TOTAL OWNERSHIP:** 2.024 ha (5.00 acres)
- **AREA EXPROPRIATED:** 0.046 ha (0.114 acres)
- **OFFER OF COMPENSATION:** $63,400.00
- **COMMENTS:** The subject property is a Registered York Region Condominium (No. 726). The condominium units are within the three structures that occupy the property. The exterior ground, including the paved parking and landscaped areas, are part of the “common element”.
- **PROJECT NUMBER:** 9899

### 3.2 Property No. 2

- **OWNER:** 3780 14th Avenue Holdings Inc.
- **PROPERTY:** Fee simple interest
  - Parts 1 and 2, Expropriation Plan D850
  - Town of Markham
- **TOTAL OWNERSHIP:** 0.905 ha (2.235 acres)
- **AREA EXPROPRIATED:** 0.041 ha (0.101 acres)
OFFER OF COMPENSATION: $55,700.00

COMMENTS: The subject property is improved with a three-storey professional office building with a one-storey addition at the rear. The land surrounding the structure is asphalt pavement and landscaping.

PROJECT NUMBER: 9899

3.3 Property No. 3

OWNER: Markham Gate Investments Limited

PROPERTY: Fee simple interest
Parts 1, 2, 3, 4, 5, 6, 7, 8 and 9, Expropriation Plan D849
Town of Markham

TOTAL OWNERSHIP: 2.199 ha (5.433 acres)

AREA EXPROPRIATED: 0.02 ha (0.049 acres)

OFFER OF COMPENSATION: $28,000.00

COMMENTS: The subject property is improved with two professional office buildings and a multi-unit industrial building. There is an underground parking garage wall within the taking shown as Part 4 on Expropriation Plan D849. It will not be affected because the road widening is a surface use of the land.

PROJECT NUMBER: 9899

3.4 Property No. 4

OWNER: V. V. DeMarco Properties, Limited

PROPERTY: Fee simple interest
Parts 1, 2, 3 and 4, Expropriation Plan D851
Town of Markham

TOTAL OWNERSHIP: 2.870 ha (7.093 acres)

AREA EXPROPRIATED: 0.029 ha (0.072 acres)
OFFER OF COMPENSATION: $39,800.00

COMMENTS: The subject property is improved with a five-storey professional building. The property has site plan approval for an additional professional building.

PROJECT NUMBER: 9899

3.5 Property No. 5

OWNER: V. V. DeMarco Properties, Limited

PROPERTY: Fee simple interest
Parts 1, 2, 3 and 4, Expropriation Plan D848
Town of Markham

TOTAL OWNERSHIP: 1.027 ha (2.538 acres)

AREA EXPROPRIATED: 0.017 ha (0.043 acres)

OFFER OF COMPENSATION: $22,500.00

COMMENTS: The subject property is improved with an industrial building. The land and improvements are subject to a 50-year lease expiring December 31, 2030 with an option to renew for an additional 50 years. The lessee also has the “first right of refusal” should the owner wish to sell the subject parcel.

PROJECT NUMBER: 9899

4. FINANCIAL IMPLICATIONS

The total amount of compensation for these expropriations is the sum of $209,400.00. Funds have been included in the 2002 budget for these offers of compensation.

5. LOCAL MUNICIPAL IMPACT

These properties are required for the widening and reconstruction of Warden Avenue, which will greatly improve traffic operations for the travelling public as the road network in the Warden Avenue Corridor, is currently at capacity.
6. CONCLUSION

It is recommended that the above offers together with a copy of the related appraisal report be served by registered mail on those parties with a registered interest in the subject properties. Under the Act, the offers must be served in order that the Region can enter onto the expropriated properties to carry out the construction of the roads.

The Senior Management Group has reviewed this report.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

15

EXCHANGE OF EASEMENTS
TOWN OF NEWMARKET

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 11, 2002, from the Commissioner of Finance:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council declare surplus and give notice of its intention to abandon the easements in Lot 89, Concession 1, Town of Newmarket described as Parts 1 and 2 on Plan 65R2199 and Part 1 on Plan 65R2524, as described in Instrument Nos. R205740 and R220942.

2. Authorization be given for the execution of the abandonment of the easements described in Recommendation 1 above, subject to the receipt of a good and valid easement in the lands designated as Parts 1, 2, 3 and 4 on Plan 65R18892, free and clear of all costs and encumbrances,

3. The appropriate regional officials be authorized to do all acts necessary to give effect to the foregoing.

2. PURPOSE

The purpose of this report is to obtain Regional Council’s authorization to:

1. Declare the easements described in Recommendation 1 above as surplus to the Region’s requirements and give notice of its intention to abandon the easements.
2. Abandon the easements described in Recommendation 1 above in return for a good and valid easement in the lands designated as Parts 1, 2, 3 and 4 on Plan 65R18892, free and clear of all costs and encumbrances.

3. **BACKGROUND**

Easements were required in connection with the construction and operation of Newmarket Well Nos. 13 and 16 located on the east side of Yonge Street, just south of Savage Road *(See Attachment Nos. 1 and 2)*.


(a) a right-of-way for persons and vehicles

(b) the construction, maintenance, alteration, inspection, repair and operation of a road way

(c) the construction, maintenance, alteration, inspection, repair and operation of a watermain

(d) the construction, maintenance, alteration, inspection, repair and operation of lines of electricity.

The subsequent development of the Yonge Savage Centre, adjacent to the Newmarket well site, has resulted in the relocation of the above described easements and the need for an additional easement in lands designated as Parts 1, 2, 3 and 4 on Plan 65R18892 *(See Attachment No. 2)*.

The consultant for the affected property owner has indicated that the owner is willing to convey, at no cost to the Regional Corporation, a good and valid easement in Parts 1, 2, 3 and 4 on Plan 65R18892 in return for an abandonment of the easements created in Instrument Nos. R205740 and R220942. The new easement will be free and clear of encumbrances and a certificate of title, satisfactory to the Regional Solicitor, will be provided by the property owner’s solicitor.

Staff in the Transportation and Works Department have confirmed that the Regional Corporation no longer requires the easements described in Instrument Nos. R205740 and R220942 and these easements can now be abandoned. They have also approved of the location of the new easement over Parts 1, 2, 3 and 4 on Plan 65R18892. The new easement will be for a right-of-way, watermain and lines of electricity for and in connection with the operation of Newmarket Well Nos. 13 and 16.
4. **FINANCIAL IMPLICATIONS**
There are no financial implications associated with this report.

5. **LOCAL MUNICIPAL IMPACT**
There are no local municipal implications associated with this report.

6. **CONCLUSION**
With the development of the Yonge Savage Centre, the Region no longer requires the easements described in Instrument Nos. R205740 and R220942. However, an additional easement is required and the consultant for the property owner has indicated that the property owner is willing to convey this easement, at no cost to the Region, free and clear of encumbrances.

The Senior Management Group has reviewed this report.

*(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)*

16
**EXPROPRIATION OF LAND**
**RUTHERFORD ROAD (YR 73)**
**CITY OF VAUGHAN**

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 6, 2002, from the Commissioner of Finance:

1. **RECOMMENDATIONS**
It is recommended that:

1. Authority be granted to apply for approval to expropriate:

   (a) a fee simple interest in approximately 29363.0 m² (7.255 acres), being
   - Part 2 on Draft Reference Plan L-207-67
   - Parts 1, 2, 4, 5, 6, 7, 9, 10, 11, 13, 14 and 15 on Draft Reference Plan L-207-68
   - Parts 1, 2, 3, 4, 5 and 7 on Draft Reference Plan L-207-69
   - Parts 1, 2, 3, 5 and 7 on Draft Reference Plan L-207-70

   (b) a temporary limited interest in approximately 285.3 m² (0.070 acres), being
Part 1 on Draft Reference Plan L-207-67  
Parts 6 and 8 on Draft Reference Plan L-207-69  
Parts 4 and 6 on Draft Reference Plan L-207-70  
(required for the purpose of minor grading and expiring December 31, 2005)

2. The Commissioner of Finance be authorized to serve and publish Notice of Application as required by the *Expropriations Act*.

3. The Commissioner of Finance be authorized to forward to the Chief Inquiry Officer, pursuant to the provisions of the *Expropriations Act*, any requests for hearing that may be received.

4. The Regional Council, as approving authority, approve of the expropriation of the lands described in paragraph 1, provided there is no hearing of necessity.

5. The Director of Realty Services be authorized to execute and serve any notices required by the *Expropriations Act*.

6. The lands being expropriated and required for road purposes be dedicated as a common and public highway.

7. Authority be granted for the introduction of the necessary bills in Council to give effect to the foregoing.

### 2. PURPOSE

The purpose of this report is to obtain Regional Council’s approval to expropriate land from thirteen owners in conjunction with the widening and reconstruction of Rutherford Road in the City of Vaughan. *(see attachment 1).*

### 3. BACKGROUND

Regional Council, on July 8, 1999, adopted By-law R-1190-1999-067 that authorized the following works and undertakings:

(a) the widening and reconstruction of Rutherford Road (Y.R. 73), from Weston Road (Y.R. 56) to Highway 50 (Y.R. 24), in the City of Vaughan, to a basic width of 36.0 metres with additional widenings at cuts, fills, water course crossing and intersections, to provide a basic four lane road with a continuous centre left-turn lane from Weston Road (Y.R. 56) to Pine Valley Drive (Y.R. 57) and from approximately 400 metres east of Islington Avenue (Y.R. 17) to Vaughan Mills Road and left-turn and right-turn lanes at intersections;
(b) adjustments to existing traffic control signals and associated illumination to accommodate the proposed revisions to the road layout at the intersections of Rutherford Road (Y.R. 73) with Weston Road (Y.R. 56), Islington Avenue (Y.R. 17), Clarence Street, Vaughan Mills Road, Highway 27 (Y.R. 27) and Highway 50 (Y.R. 24);

(c) the provision of an underground conduit system and illumination at the intersections of Rutherford Road (Y.R. 73) with Velmar Drive, Babak Boulevard and the proposed Forest Fountain Drive;

(d) the carrying out of all related works and undertakings in connection with the above; and

(e) the acquisition of the necessary lands and interests in lands for the works described above.

5. **FINANCIAL IMPLICATIONS**

Offers of compensation must be made under Section 25 of the *Expropriations Act* to all of the owners of the listed parts on the reference plans. These offers must be made within 90 days of the registration of the expropriation plans. Funds are to be included in the 2003 budget for these offers. Staff will report back to Council prior to making these offers.

6. **LOCAL MUNICIPAL IMPACT**

The widening and reconstruction of this portion of Rutherford Road will improve the east/west traffic flows from Highway 400 to Highway 50.

7. **CONCLUSION**

Construction of this project is scheduled to commence in 2004.

Reference plans showing the Region’s requirements will be registered in late December. In order to ensure that the project is not delayed, it is appropriate to proceed with expropriation. The above noted draft reference plans will be available at Committee for your review.

The Senior Management Group has reviewed this report.

*(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)*
17

LAND ACQUISITIONS VARIOUS

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, November 6, 2002, from the Commissioner of Finance:

1. RECOMMENDATIONS

It is recommended that:
1. The following agreements be accepted and that the Commissioner of Finance be authorized to complete the transactions in accordance with the terms of the agreements.

2. PURPOSE

2.1 Property No. 1

OWNER: Mount Pleasant Group of Cemeteries

PROJECT: The widening and reconstruction of Elgin Mills Road East (Y.R. 49) from Bayview Avenue (Y.R. 34) to Markland Road in the Towns of Markham and Richmond Hill

SUBJECT PROPERTY: Part of the West Half of Lot 25 & Part of Lot 26, Concession 3, in the Town of Richmond Hill and shown as Part 3 on Reference Plan 65R-24205, Part 1 on Reference Plan 65R-24206 and Parts 1 & 3 on Reference Plan 65R-24210

AUTHORITY: By-law No. R-1219-2000-048

TOTAL OWNERSHIP: 70.72 ha (174.75 acres)

AREA TAKEN: 7494 m², (1.8518 acres) fee simple interest

COMMENTS: The subject property is cemetery land located on the south side of Elgin Mills Road East (Y.R. 49) between Highway 404 and Leslie Street (Y.R. 12). The property is required for the widening and reconstruction of Elgin Mills Road East.

PROJECT NUMBER: 9610
2.2 Property No. 2

OWNER: Alex Marrero and Michelle Soengas

PROJECT: The widening and reconstruction of Rutherford Road (Y.R. 73) from Weston Road (Y.R. 56) to Highway 50 (Y.R. 24) in the City of Vaughan

SUBJECT PROPERTY: Part of Lot 16, Concession 8, in the City of Vaughan and shown as Part 4 on Reference Plan 65R-24802

AUTHORITY: By-law No. R-1190-1999-067

TOTAL OWNERSHIP: 4.836 ha (11.95 acres)

AREA TAKEN: 2211 m², (0.546 acres) fee simple interest

COMMENTS: The subject property consists of a single family dwelling located on the south side of Rutherford Road East of Highway 27.

PROJECT NUMBER: 9606

2.3 Property No. 3

OWNER: Ralph Chiodo

PROJECT: The widening and reconstruction of Islington Avenue (YR 17) from Steeles Avenue to Monsheen Drive in the City of Vaughan

SUBJECT PROPERTY: Part of Lot 57, Registrar’s Compiled Plan No. 9831, in the City of Vaughan and shown as Parts 6 & 7 on Expropriation Plan D778

AUTHORITY: By-law No. R-1186-1999-053

TOTAL OWNERSHIP: 0.419 ha (1.035 acres)

AREA TAKEN: 364.7 m² (3926 sq. ft.), fee simple interest

COMMENTS: The subject property is improved with a commercial structure comprising retail outlets on the main floor and offices above. The entire lot is asphalt-paved.

PROJECT NUMBER: 8609
3. **FINANCIAL IMPLICATIONS**
   The total amount of compensation involved in connection with the above transactions is the sum of $635,540.00. Legal and consulting fees are payable in addition to the foregoing. Funds have been included in the 2002 budget for these offers.

4. **LOCAL MUNICIPAL IMPACT**
   The lands associated with this report are required for the widening and reconstruction of Elgin Mills Road East and Rutherford Road, and for an expropriation settlement on Islington Avenue. These projects will improve traffic operations for the travelling public.

5. **CONCLUSION**
   The lands, which are the subject of this report, are required as part of road projects in the Region and it is recommended that these acquisitions be completed.

   The Senior Management Group has reviewed this report.

   (A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the December 4, 2002 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

18

**UPDATE – COMMITTEE PROCEEDINGS**

The Transportation and Works Committee advises Council of the following matters having been considered by the Transportation and Works Committee with the following action:

**DEPUTATION**

1. Eric A.D. MacDonald, M.Sc., P.Eng., MacViro Consultants Inc. and Mr. Nick Di Battista, Clearway Construction Inc., made a deputation requesting that the Region of York permit the design/build team of MacViro Consultants Inc./Clearway Construction Inc. be permitted to bid on York pipeline section of the York Peel Feedermain project. Committee received the deputation and written submission and referred the matter to private session to be held this date.

   Committee resolved into a Private Session to consider legal matters.
The Committee resumed in open session at 11:30 a.m. and made the following recommendation:

1. That MacViro Consultants Inc. and Clearway Construction Inc. be included on the list of design/build teams being considered for the York portion of the York Peel feedermain, subject to the following conditions:

   (a) If MacViro/Clearway are selected as the design/build team for this portion of the York Peel feedermain, MacViro agrees:

       (i) To terminate its contract for services on the Rutherford Road project;

       (ii) To provide the Region of York with a plan indicating how it will ensure a seamless and smooth transition in the provision of the services being provided by MacViro for the Rutherford Road project, such plan to be acceptable to the Regional Commissioner of Transportation and Works in his absolute discretion;

       (iii) To release the Region of York from any claims MacViro might have against the Region of York with respect to the Rutherford Road project;

       (iv) To be responsible to pay all costs and to indemnify and hold the Region of York harmless with respect to any and all costs and cost increases that may arise from MacViro withdrawing from the Rutherford Road project, the determination of such costs to be at the absolute discretion of the Regional Commissioner of Transportation and Works;

2. That MacViro Consultants Inc. and Clearway Construction Inc. shall immediately provide the Region of York with a Release and Indemnity, acceptable to the Regional Solicitor (Director of Litigation), to indemnify and hold the Region of York harmless from any claims or costs that may arise from the decision of the Region of York to continue to consider MacViro Consultants Inc. and Clearway Construction Inc. in the York Peel feedermain project; and

3. The other proponents be advised accordingly.
PRESENTATION

2. Janet Lo, Executive Director, Black Creek Regional Transportation Management Association, made a presentation regarding York Travel Demand Initiatives. Committee received the presentation.

COMMUNICATIONS

3. Peter K. MacLeod, November 8, 2002, regarding ‘Request for Provincial Intervention to Clean up Sign Pollution Permanently in York Region’. Committee received the communication, referred the matter to Staff for report to the March, 2003 Transportation and Works Committee meeting, and requested the Commissioner of Transportation and Works to respond directly to Peter K. MacLeod regarding this matter.


5. Anita Moore, Town Clerk, Town of Newmarket, November 12, 2002, regarding ‘Resolution – Water Infrastructure and Delivery’. Received.

OTHER BUSINESS

6. Mayor Wayne Emmerson advised that the Town of Whitchurch-Stouffville is requesting that the speed limit be changed on Ninth Line at Bloomington Sideroad in the Hamlet of Bloomington. Committee received the verbal report of Mayor Emmerson and requested that the Commissioner of Transportation and Works provide a report to the December 19, 2002 Regional Council meeting regarding lowering the speed limit on Ninth Line at Bloomington Sideroad in the Town of Whitchurch-Stouffville.

The Transportation and Works Committee adjourned at 11:35 a.m.

Respectfully submitted,

December 4, 2002
Newmarket, Ontario

Wm. Bell
Chair

(Report No. 11 of the Transportation and Works Committee was adopted, as amended, by Regional Council at its meeting on December 19, 2002.)