



KING

INCORPORATED 1850

TOWNSHIP OF KING

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November 18th, 2008

Kathleen Llewelyn-Thomas, P. Eng.
Commissioner of Transportation Services
Region of York
17250 Yonge Street
NEWMARKET ON L3Y 6Z1

REGION OF YORK
CLERK'S OFFICE

FILE No. - 906

Dear Ms. Llewelyn-Thomas

**RE: Presentation to Township of King Committee of the Whole
Uploading of 15th & 18th Sideroads between Bathurst Street and Dufferin
Street, and (King City By-pass
(Mid-York East/West Transportation Issues)**

Please find enclosed extract C.O.W. #2008-251 of the Committee of the Whole Report of November 3rd, 2008 outlining your presentation on the Region of York Transportation Master Plan and discussions on the matters of uploading the 15th and 18th Sideroads between Dufferin Street and Bathurst Street to the jurisdiction of the Region of York, and the King City By-pass.

Also enclosed is extract C.O.W. #2008-252 outlining the deputations by the residents regarding the Operations Department Report OP08-18 (Revised) – Road Rationalization Study regarding the 15th and 18th Sideroads which was considered at the same meeting.

For your information and reference, we are also sending copies of the following items:

- Operations Department Report OP08-18 (revised), November 3rd, 2008
- Extract of Committee of the Whole Report of May 12th, 2008
- Operations Department Report OP08-05, May 12th, 2008
- TSH Township of King Road Rationalization Study, April 11, 2008
- Correspondence dated March 23, 2007 re: Motion to request the Region of York to undertake a Class EA to resolve traffic issues in King City

Ms Llewellyn-Thomas
November 20, 2008
Page 2

At its meeting of November 3rd, 2008, Council adopted the recommendations of the Operations Department Report, as amended, as follows:

1. That the Township of King make a formal request through a resolution of Council, to the Region of York, that the 15th and 18th Sideroads, between Bathurst and Dufferin Streets be reviewed for possible repair, maintenance or transfer to the Region of York road system, taking into consideration the protection of the aquifer and kettle lakes, speed issues, road width and the protection of the 100 year old maple trees;
2. That this report and the report prepared by Totten Sims Hubicki (TSH) dated April 11, 2008 be submitted to the Region of York as background material.
3. That once the Region's Report is completed, that staff report back to Council for further direction on this matter.
4. That the Region of York report back on the Mid-York Collector and consider in context with the 15th and 18th Sideroads and including a King City By-pass as soon as possible.

Please do not hesitate to contact the undersigned or Jody LaPlante, Director of Operations if you require any further information.

Yours truly,



Chris Somerville
Township Clerk

c.c. Scott Somerville, CAO
Jody LaPlante, Director of Operations
Stephen Kitchen, Director of Planning

TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of November 3rd, 2008 was adopted by Council at its meeting of November 3rd, 2008. The minutes of the meeting were approved by Council at its meeting of November 17th, 2008.

COPIES TO: FILE

CAO, STEPHEN KITCHEN, JODY LAPLANTE

C.O.W. #2008-251

Deputation

Kathleen Llewelyn-Thomas, P. Eng.

Commissioner of Transportation Services, Region of York

Re: Uploading of Township Roads to Region and King City By-pass

Ms. Llewelyn-Thomas, Commissioner of Transportation Services outlined the Region's Transportation Master Plan and the steps being taken to implement the Plan and the study areas involved. She overviewed the Region's timetable and plans to accommodate all modes of transportation throughout York Region and the need for a by-pass for King City. She advised that should the Region of York decide in the future to take on the uploading of any Township roads, they would need to do Environmental Assessments, studies on what will be required to bring the roads up to Regional standards, a decision by Regional Council to take on the road(s) and public consultation. Ms. Llewelyn-Thomas advised that her department could provide a report to Regional Council in the spring of 2009 regarding the uploading of any Township roads. She advised that generally the process is such that municipalities approach the Region when it is felt that uploading of a specific road is necessary, the Region reviews the request and advises as to whether it is viable and reports back to the municipal Council- if the road meets the standards for uploading, the local Council makes the final decision whether to turn jurisdiction over to the Region or not.

Council members asked a number of questions regarding the uploading of the 15th and 18th Sideroads with respect to time frame, impact on the residents and impact on King City. Ms. Llewelyn-Thomas advised that it would take until at least 2011 to obtain all approvals, complete the environmental assessment studies, prepare engineering designs, issue and award contracts and begin construction, noting that there would be public involvement in the process. She advised that it would be possible to know Regional Council's recommendation by early spring, 2009. She noted that the lack of continuous east/west facilities across the Region puts all the pressure on one or two roads. Ms. Llewelyn-Thomas noted that the 15th & 18th both are carrying the level of traffic that warrants uploading to Regional roads.

Committee recommends that the deputation by Ms. Llewelyn-Thomas be received.

CHRIS SOMERVILLE
CLERK

TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of November 3rd, 2008 was adopted by Council at its meeting of November 3rd, 2008. The minutes of the meeting were approved by Council at its meeting of November 17th, 2008.

COPIES TO: FILE

CAO, STEPHEN KITCHEN, JODY LAPLANTE

C.O.W. #2008-252

Operations Dept. Report No. OP08-18

Re: Road Rationalization Study

15th and 18th Sideroad, from Bathurst Street to Dufferin Street

DEPUTATIONS

- (i) Debbie Schaefer, 2600 Lloydtown/Aurora Road

Ms. Schaefer appeared on behalf of Concerned Citizens for King Township (CCKT) and advised of their opposition to the uploading of the 15th and 18th Sideroads to the Region of York. She commented that she understands the roads need to be upgraded but uploading to the Region is not consistent with the wishes of the residents who live in the area. Ms. Schaefer spoke of her concerns with regards to the impact uploading will have on the traffic on these roads and the environmental effects. She asked that Council urge the Region of York to consider a by-pass be built to take traffic away from the King City corridor. She asked that in the event the roads are uploaded, that the Township asks for assurances with respect to speed limits and road width.

Committee recommends that the deputation by Ms. Schaefer be received.

- (ii) Henry Verbruggen, 16885 8th Concession

Mr. Verbruggen commented that the 15th & 18th Sideroads are indeed in need of repair and asked that Council look at both repairing the roads and the effects of uploading to the Region. He asked that should the Township opt to repair these roads, what financial impacts will this have on the budget for other Township roads which are also in need of repair.

Committee recommends that the deputation by Mr. Verbruggen be received.

(iii) Steven Elia, 1360 15th Sideroad

Mr. Elia advised of his concerns for the environmental sensitivity of the 15th Sideroad from Bathurst Street to Keele Street and asked that Council be aware of the two kettle lakes which are in close proximity of 15th Sideroad, and of the sensitivity of the aquifer. He commented on the evidence that water runoff from vehicles and salt on roads are a major source of water contamination and extreme caution should be used before deciding on the uploading of the 15th Sideroad to the Region of York. Mr. Elia commented that the environmental assessment study should take place prior to any other actions. He advised that there are 60 maple trees along the 15th which are over 100 years old and asked what would happen to those trees if the road is uploaded. He noted that there are three active bus routes now on the 15th to King Road, which benefit the residents of York Region and contributing to the wear and tear on the road as well as pollution. Rather than transferring jurisdiction, he suggested that the Region be asked to upgrade the road and allow it to remain a Township road. Mr. Elia advised that uploading does not sound like an environmentally-focused plan and requested that Council allow the 15th Sideroad to remain in the hands of the Township of King.

Committee recommends that the deputation by Mr. Elia be received.

(iv) Pam Angle, 1360 15th Sideroad

Ms. Angle questioned why the York Region Transportation Services Department did not provide a PowerPoint presentation this evening to support the deputation by Ms. Llewelyn-Thomas. She commented on the lack of thought by York Region on the by-pass issue and that the Region must understand the impact traffic has on the quality of life of the residents along King Road. Ms. Angle commented that York Region cannot seem to come up with a by-pass for King City and why should they when the traffic can use the 15th. She noted that with the continued growth, widening the 15th Sideroad or putting in a by-pass will not take traffic off King Road.

Committee recommends that the deputation by Ms. Angle be received.

(v) Tanya Nesterenko, 445 Warren Road

Ms. Nesterenko advised that she is a resident of King City and would like to see measures taken to get the traffic off of King Road as it is an unsafe road and no one can cross safely at the crosswalks. She asked that Council bring the community back to a better time when children were able to walk the streets safely and asked how many signatures it would take on a petition to get some results.

Committee recommends that the deputation by Ms. Nesterenko be received.

(vi) Rob Wilson, 1273 18th Sideroad

Mr. Wilson commented that he is suspicious when the Region of York talks about future planning and roads. He asked that Council leave the 18th Sideroad the way it is as improving the road conditions will mean an increase in the amount of traffic on the road and the whole point is to reduce the amount of traffic going through the Township. He advised that Council should

consider allowing no turns off Bathurst Street and off Dufferin Street onto the 15th and 18th Sideroad during peak traffic times to reduce the amount of traffic.

Committee recommends that the deputation by Mr. Wilson be received.

Committee considered Operations Department Report No.: OP08-18 to seek Council authorization to initiate the York Region Road Assumption Process to transfer two road sections to York Region, namely the 15th and 18th Sideroads both between Bathurst and Dufferin Streets.

Committee recommends that Operations Department Report No. OP08-18 be received, and the recommendations therein be approved, as amended, as follows:

1. That the Township of King make a formal request through a resolution of Council, to the Region of York, that the 15th and 18th Sideroads, between Bathurst and Dufferin Streets be reviewed for possible repair, maintenance or transfer to the Region of York road system, taking into consideration the protection of the aquifer and kettle lakes, speed issues, road width and the protection of the 100 year old maple trees;
2. That this report and the report prepared by Totten Sims Hubicki (TSH) dated April 11, 2008 be submitted to the Region of York as background material.
3. That once the Region's Report is completed, that staff report back to Council for further direction on this matter.
4. That the Region of York report back on the Mid-York Collector and consider in context with the 15th and 18th Sideroads and including a King City By-pass as soon as possible.

CHRIS SOMERVILLE
CLERK

TOWNSHIP OF KING

DATE: November 3, 2008
TO: Committee of the Whole
FROM: Operations Department
SUBJECT: Road Rationalization Study
15th and 18th Sideroad, from Bathurst Street to Dufferin Street
Operations Department Report No. OP08-18 -**REVISED**

1. RECOMMENDATIONS

The Operations Department submits the following recommendations:

1. That the Township of King make a formal request through a resolution of Council, to the Region of York, that the 15th and 18th Sideroads, between Bathurst and Dufferin Streets be reviewed for transfer to the Region of York road system;
2. That this report and the report prepared by Totten Sims Hubicki (TSH) dated April 11, 2008 be submitted to the Region of York as background material.
3. That once the Region's Report is completed, that staff report back to Council for further direction on this matter.

2. PURPOSE

The purpose of this report is to seek Council authorization to initiate the York Region Road Assumption Process to transfer two road sections to York Region, namely the 15th and 18th Sideroads both between Bathurst and Dufferin Streets.

This report is an executive summary of a detailed report prepared by Totten Sims Hubicki (TSH) dated April 11, 2008.

Although the report will touch on the Region's "uploading" criteria, the focus of the report is to address the impact to the Township in the following areas;

- Liability
- Capital cost
- Operating Costs / staff & equipment resources

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3. **BACKGROUND AND ANALYSIS**

At the May 12th, 2008 meeting and following considerable discussion, Committee recommended that Operations Department Report No. OP08-05 and the Presentation by Totten Sims Hubicki Re: Road Rationalization Study - 15th and 18th Sideroad, from Bathurst Street to Dufferin Street be received, and the correspondence and deputations of the evening be received; and

- (a) The Township of King request the Region of York to make a presentation to Township of King Council;
- (b) The Township of King make a formal request through a Resolution of Council to the Region of York that the 15th and 18th Sideroads, between Bathurst and Dufferin Streets, be reviewed for discussion on the status with the Region of York;
- (c) Report No. OP08-05 be submitted to the Region of York with the Township of King request for discussion on the status with the Region of York;
- (d) Regional staff to update and inform Township of King Council on the Mid-York Collector Study.

The York Region Commissioner of Transportation and Works is in attendance to answer any questions from Committee.

3.0 Existing Regional Road network

The Township of King has a number of Regional Roads that run through the Township. It should be noted that all north-south roads east of Weston Road (Weston Road, Jane Street, Dufferin Road and Bathurst Street) are owned and maintained by the Region of York.

Very few Regional Roads run in an east –west direction, which places pressure on Township roads as commuters make their way from the Yonge Street corridor to Highway #400.

3.1 Growth

Growth forecasts indicate that substantial population increases are expected in York Region, with a total potential population of up to 1.5 million people anticipated by 2031, up from the population of 772,000 in 2001. Traffic information indicates that the existing traffic volumes on these roads are in the range of 6,000 to 8,000 vehicles per day. Staff anticipates that volumes will continue to grow as more lands develop in Richmond Hill, Aurora, Newmarket and East Gwillimbury.

3.2 Service Levels

Meeting the Class 3 service level required on the roads sections by virtue of their traffic counts is a challenge for the Township of King, due to the small number of road sections in the inventory that require this service level. The small numbers of roads that require Class 3 service have a cost that is disproportionate to the length of those roads. This in itself would

not be criteria to transfer a road, however, from a risk management perspective; the Township should give careful consideration to the transfer of those sections to the Region.

It also should be noted that King Township Operations staff have expressed concerns for their safety when performing maintenance work on the higher volume and higher speed roads. Additional staff are required for traffic control on these higher volume roads along with specialized equipment such as crash trucks.

A chart summarizing the service levels of Regulation 239/02 is an appendix to this executive summary. As you can see, requirements between a Class 4 Road to a Class 3 Road rise dramatically. This places additional pressures on staff resources as well as exposure to liability.

3.3 Benefits

The primary benefit in transferring the noted road sections to Regional jurisdiction would be a reduction in risk to the Township of King. If the municipality is not resourced to deliver the appropriate service level, then the exposure to risk is increased in the event of a claim against the Township for under serviced roads.

Section 44 of the Municipal Act speaks to the maintenance of a public highway;

Maintenance

44. (1) The municipality that has jurisdiction over a highway or bridge shall keep it in a state of repair that is reasonable in the circumstances, including the character and location of the highway or bridge. 2001, c. 25, s. 44 (1).

Liability

(2) A municipality that defaults in complying with subsection (1) is, subject to the Negligence Act, liable for all damages any person sustains because of the default. 2001, c. 25, s. 44 (2).

Defence

(3) Despite subsection (2), a municipality is not liable for failing to keep a highway or bridge in a reasonable state of repair if,

(a) it did not know and could not reasonably have been expected to have known about the state of repair of the highway or bridge;

(b) it took reasonable steps to prevent the default from arising; or

(c) at the time the cause of action arose, minimum standards established under subsection (4) applied to the highway or bridge and to the alleged default and those standards have been met. 2001, c. 25, s. 44 (3).

The 2006 Roads Need Study identified the 15th and 18th Sideroad's as priority #1 and #2 and placed them in the "now" category for reconstruction.

A secondary benefit to King Township, should it transfer ownership of the road sections to the Region, will be removal of approximately \$4 million in capital costs. To put this in perspective, this amount is equivalent to the entire Township of King road construction program for 4 years. A road reconstructed to an appropriate standard for the current and anticipated traffic volumes will require a Class Environmental Assessment.

In addition, if the roads are transferred, there would potentially be a benefit to the Township's operating budget. Winter control and other maintenance costs on these roads sections are substantial. If the Region agrees to the transfer of these roads, staff recommends that the Roadway Operations budget not be decreased and that the savings from not having to provide maintenance on the two subject road sections be redirected to the maintenance of other roads under the Township's jurisdiction.

3.4 Current Road Condition

From a condition rating perspective, both of the road sections being recommended for transfer are considered "NOW" construction needs as per the Roads Needs Study. The roads are deficient from both geometric and structural perspectives, meaning that the pavement and shoulder widths are less than the current standard, given their current traffic volumes. The pavement structure is not adequate for any significant loading as shown by the cracking and rutting throughout their lengths.

3.5 York Region Transfer Criteria

York Region has an established 'York Region Road Assumption Criteria' which considers transfer of roads to or from Regional jurisdiction, dependant upon specific criteria. Township staff believed that the current circumstances of these two road sections were such that they should be reviewed for transfer to the Region and authorized TSH to prepare an analysis and report.

The findings of the TSH report are summarized as follows. Of the eight criteria noted in the Regional Transfer Policy, the road sections meet six of the criteria, by:

- Connecting rural settlements to each other or a Regional Road or Provincial Highway
- Connects a Provincial Highway or Regional Road to a Provincial Highway, Major Commercial and Industrial area or major institutional complex
- Providing parallel service
- Providing service on roads that are extensions of Regional Roads
- Having a traffic count greater than 4000AADT
- Being part of the original grid system.

Two of the criteria would not be met;

- the road sections does not provide service close to consistent major attractors or generators of heavy vehicles.
- both of the sections are in the interior of the Region and therefore cannot provide connectivity to an adjacent jurisdiction.

Ultimately the Region of York will have to review the report prepared by TSH to assess whether it meets the Region's criteria.

4. **FINANCIAL IMPLICATIONS**

The key financial implications of the recommendations are as follows;

1. Reduction of liability from a risk management perspective, lowering the municipality's exposure to claims.
2. Transfer of a capital costs estimated at \$4 million
3. Reduction in operating costs/road maintenance

Should the recommendations not be adopted, future Township capital budgets will have to include a \$4 million dollar expenditure. Additional staff and equipment would also be required to meet the ever increasing maintenance standards.

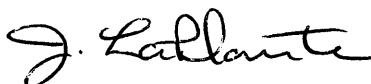
5. **CONCLUSION**

Growth around the Township of King has placed tremendous pressures on our local roads to a point that reconstruction of the roads is necessary. It should be noted that regardless of which authority rebuilds the road, traffic volumes will continue to increase.

Staff believes that both the 15th and 18th Sideroad, from Bathurst Street to Dufferin Street both meet the York Region Criteria for Road Assumption and the process to transfer the roads should be initiated.

There are substantial risk management and financial benefits to the Township if the roads are transferred.

Prepared by:



Jody LaPlante
Director of Operations

Report No. OP08-18

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Regulation 239/02 Summary Chart

	Class 1	Class 2	Class 3	Class 4	Class 5
Routine Patrolling	3 times every 7 days	2 times every 7 days	Once every 7 days	Once every 14 days	Once every 30 days
Snow Accumulation	Depth 2.5 cm Time: 4 hours	Depth 5 cm Time: 6 hours	Depth 8 cm Time: 12 hours	Depth 8 cm Time: 16 hours	Depth 10 cm Time: 24 hours
Icy Roadway	Time: 4 hours	Time: 4 hours	Time: 8 hours	Time: 12 hours	Time: 16 hours
Potholes on paved Roadway Surface	Area: 600cm ² Depth: 8cm Time: 4 days	Area: 800cm ² Depth: 8cm Time: 4 Days	Area 1000cm ² Depth: 8cm Time: 7 Days	Area 1000cm ² Depth: 8cm Time: 14 days	Area 1000cm ² Depth: 8cm Time: 30 days
Potholes on Non-Paved roadway Surface	NA	NA	Area 1500cm ² Depth: 8cm Time: 7 Days	Area 1500cm ² Depth: 10cm Time: 14 days	Area 1500cm ² Depth: 12cm Time: 30 days
Potholes on Paved or Non Paved Shoulder	Area: 1500cm ² Depth: 8cm Time: 7 days	Area: 1500cm ² Depth: 8cm Time: 7 Days	Area 1500cm ² Depth: 8cm Time: 14 Days	Area 1500cm ² Depth: 10cm Time: 30 days	Area 1500cm ² Depth: 12cm Time: 60 days
Shoulder Drop-offs >20m length	Depth: 8cm Time: 4 days	Depth: 8cm Time: 4 days	Depth: 8cm Time: 7 days	Depth: 8cm Time: 14 days	Depth: 8cm Time: 30 days
Cracks >3m length	Width: 5 cm Depth: 5 cm Time: 30 days	Width: 5 cm Depth: 5 cm Time: 30 days	Width: 5 cm Depth: 5 cm Time: 60 days	Width: 5 cm Depth: 5 cm Time: 180 days	Width: 5 cm Depth: 5 cm Time: 180 days
Luminaires	7 days	7 days	14 days	14 days	14 days
Conventional Illumination	If 3 or more consecutive luminaires on a highway are not functioning		If 3 or more consecutive luminaires on a highway are not functioning with a posted speed of 80km or more		
Conventional and High Mast Signs	If 30% or more of the luminaires on any kilometre of highway are not functioning		If 30% or more of the luminaires on any kilometre of highway are not functioning with a posted speed of 80km or more		
Signs	If any of the following signs are illegible, improperly oriented or missing, the minimum std is to deploy resources as soon as practicable after becoming aware		Checkerboard Curve Sign with advisory tab Do Not Enter One Way	Stop Stop Ahead Traffic Signal Ahead Two way traffic ahead	Wrong Way Yield Yield Ahead School Zone Speed limit
All other Regulatory or Warning Signs	7 days	14 Days	21 Days	30 Days	30 Days
Bridge Deck Spalls	Area: 600cm ² Depth: 8cm Time: 4 days	Area: 800cm ² Depth: 8cm Time: 4 days	Area: 1000cm ² Depth: 8cm Time: 7 days	Area: 1000cm ² Depth: 8cm Time: 7 days	Area: 1000cm ² Depth: 8cm Time: 7 days
Road Surface Discontinuities	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days
Bridge Deck Discontinuities	If a discontinuity exceeds 5cm on a bridge deck, the minimum standard is to deploy resources as soon as practicable after becoming aware.				

Diane Moratto

From: Jody LaPlante
Sent: Monday, November 03, 2008 1:55 PM
To: Mayor; Bill Cober; Cleve Mortelliti; Jack Rupke; Jane Underhill; 'Jeff Laidlaw'; Linda Pabst
Cc: Scott Somerville; Diane Moratto; Kathryn Smyth; Chris Somerville
Subject: RE: OP08-18 - UPlod 15 and 18th roads - Revised Report

Councilor Cober requested some additional information regarding what other Municipalities (Stouffville, EG and Georgina) are maintaining with regards to Concession/ Sideroad lengths.

I believe that its important information that should be shared with all of Council.

Concession/Sideroad Ownership

length in KM

	Local (Kms)	Region (Kms)	Total (Kms)	% Local Ownership	Population	Persons/ local Ownership
King	182	109	291	62.54%	20000	110
W.S.	59	120	179	32.96%	24400	414
EG	74	157	231	32.03%	21500	291
Georgina	125	118	243	51.44%	43800	350

The table indicates length of Concession/Sideroad maintained by Local and Regional Government. It also includes population and a comparison of number of persons per length of local road.

Jody LaPlante
 Director of Operations
 Township of King
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TOWNSHIP OF KING

COMMITTEE OF THE WHOLE REPORT

The following item from the Committee of the Whole Report of May 12th, 2008 was adopted by Council at its meeting of May 26th, 2008.

COPIES TO: FILE

CAO, JODY LAPLANTE

C.O.W. #2008-117

Operations Dept. Report No. OP08-05

and Presentation by Totten Sims Hubicki

Re: Road Rationalization Study, 15th and 18th Sideroads, from Bathurst Street to Dufferin Street

Jim McEwen, Vice-President of Totten Sims Hubicki, provided Committee with a brief overview of the Minimum Maintenance Standards (Ont. Reg. 239/02) and the Township of King Road Rationalization Study of the 15th and 18th Sideroads between Bathurst and Dufferin Streets. Mr. McEwen introduced Dave Anderson, Project Manager of Totten Sims Hubicki, who proceeded to review the study and explain the traffic counts, traffic needs and roads conditions reflected within the study. He advised members of the Environmental Assessment requirements when performing certain works, as well as the definitions and criteria measurements for Road Classifications. It was noted that the study was amended to correct the York Region Assumption Criteria of the 15th Sideroad as an "indirect" connection to Highway #400.

Committee recommends that the presentation of the Roads Rationalization Study (TSH, May 12, 2008) of the 15th and 18th Sideroads from Bathurst St. to Dufferin St. be received.

DEPUTATIONS

- (i) Frank Moskoff, 115 Watch Hill Road

Mr. Moskoff thanked Committee for the opportunity to speak this evening, and noted he has been a resident of the area for 22 years. He had submitted an e-mail reflecting inaccuracies within the study as distributed at this evening's meeting, and discussed these concerns further. Mr. Moskoff expressed the importance of accurately reflecting within the documentation that the 15th Sideroad is NOT a connector to Highway #400, as was shown on the attached maps within the study, as well as noted within Criteria Chart (listing as "direct" connection to Highway #400, and should be changed to "indirect"). Should Council adopt a recommendation to submit a resolution to York Region as reflected within the staff report recommendation, he requested that the resolution include a statement that the status of the 15th Sideroad and its future has not been discussed or considered, and this transfer is to improve its current condition only, not as an opportunity to construct a future direct connector road to Highway #400.

Committee recommends that the Deputation by Mr. Moskoff and the e-mail be received.

(ii) Andrea Loeppky, 17130 Keele Street

Ms Loeppky appeared before Committee on behalf of Concerned Citizens of King Township (CCKT), citing their objection to a lack of adequate notice and information to affected residents, and requesting deferral of this matter to provide additional time for the public to fully assess the implications and impact of uploading roads to the Region of York. She suggested that many roads within King Township are being used by commuter traffic, and that with the impending growth in surrounding areas, this will escalate in future years. She opined that transferring the roads to the Region would have serious implications for the residents, including loss of control over the roads with respect to speed limitation, expropriation to widen the roads, 'spill-over' effect to other roads with an increase in traffic on other roads in King Township such as Keele Street and Jane Street which would impact the residents on those roads, increasing traffic in King City. She advised that the Region's priority is moving traffic, not the safety of the residents. Ms Loeppky noted a 10% reduction of traffic over the last year indicated in the study and wondered if this might be a trend. She questioned the cited safety issues because the speed limit is set at 40 and 60 kph.

Ms Loeppky suggested that these two sections are not unique, that there are many deficient roads within King Township and to upload a small portion of municipal roadways to the Region appears to be rationalized through financial necessity to do so. She added that decisions of this Council should not be dictated by financial concerns. Ms Loeppky suggested that staff come up with some strategies to reduce traffic on these roads so that they can be reduced from Class 3.

Committee recommends that the Deputation by Ms Loeppky be received.

(iii) Rob Wilson, 1273 18th Sideroad

Mr. Wilson submitted a petition and letter to the Clerk, on behalf of residents of the 18th Sideroad, opposing the transfer of these roads to the Region and read from the letter for member's consideration. The letter clearly notes concerns that such a transfer is to satisfy the need of east-west commuter traffic and York Region's projected growth and need for connection to Hwy. #400. It stresses the negative impact to the affected residents to proceed with such a transfer, as the Township will relinquish full control, and in all likelihood these sections will be widened to accommodate the increased traffic. Mr. Wilson noted that the current conditions of the roadway have not been a complaint by the local residents, that routine maintenance and lower speeds is sufficient, and that it is these conditions that can deter commuters from its use.

Committee recommends that the letter and petition and Deputation from Mr. Wilson be received.

(iv) Karen Fiorini, 925 15th Sideroad

Ms Fiorini advised that she is an affected resident of the current conditions of the 15th Sideroad, that the road is in disrepair and has been that way for years. She acknowledged that the traffic volume is largely commuter traffic, not local, but that steps and mitigating measures can be used to discourage this type of use. She stressed the risk to residents entering this road from their driveways due to blind spots and speeds of commuter traffic, and questioned why the 40 km speed limit is not adequately enforced. Ms Fiorini noted the risk to neighbourhood children waiting for their school bus, and questioned the need for the number of transit buses now using the road mainly to service Seneca College students, adding that if residents wanted to use these buses they cannot access them at their own driveways, but have to go to the bus stop located at

either Bathurst or Dufferin Street. Ms Fiorini asked that this section of road should not be improved to become an arterial road to commuters, but rather maintained as a local roadway only, serving its local residents.

Committee recommends that the Deputation by Ms Fiorini be received.

(v) Rocchisa Picheca, 1076 15th Sideroad

Ms Picheca apologized for her lack of preparation to present her concerns to the members as she had not received a copy of the report in advance of the meeting. She noted that she is a new resident and has invested additional monies in her property due to the necessity of replacing the well which had been contaminated with sand/salt use on the roads. Should it become a Regional road, she is concerned that her property frontage may be expropriated for necessary road widening for road improvements, which will subsequently bring the pollution closer to her new well. She expressed concern that it will also reduce her lot area, and voiced concerns of a 2.5 acre lot becoming less than 2 acres, thereby limiting any building construction should her home perish in a fire. Ms Picheca added they moved to the area for its beauty and rural setting, and objects to her roadway becoming a Regional Road.

Staff clarified that if her home was destroyed by fire, the lot area would not restrict the reconstruction and replacement of the damaged dwelling.

Committee recommends that the Deputation by Ms Picheca be received.

(vi) Stephen Elia, 1360 15th Sideroad

Mr. Elia noted his lack of receiving adequate notice to assess the report and implications. He advised that the 15th and 18th Sideroads are rural concessions, and should not be commuter roadways, citing his concern with the environmental significance of the area, and that these roads are within the Oak Ridges Moraine.

Mr. Elia recommended that if liability is a matter of concern that actions such as posting “use at your own risk” signs could be posted. He added that the slower 40 km speed limit, if adhered to, limits damage to vehicles, increases local safety, and discourages commuters as it is then no longer a convenient alternative route. Mr. Elia asked if environmental studies have been conducted or researched to consider the impact to this sensitive area through the construction work, increased traffic noise and emissions, heavier load use and volumes, all of which could harm the sensitive, adjacent kettle lakes.

Mr. Elia suggested that the 15th and 18th Sideroads be designated as toll roads, with local residents exempt from paying.

The CAO was asked to respond to the “use at own risk” signage. The CAO advised that a formal legal opinion should be obtained to adequately respond.

Committee recommends that the Deputation by Mr. Elia be received.

(vii) Peter Laughton, 22 Chelsea Lane

Mr. Laughton asked why this report did not include options, mitigating measures such as “turn lane restrictions” and other ways to inhibit commuters from choosing this route. He questioned the accuracy of Map 9 of the Study, as the York Region Official Plan is out of date and currently under review. The revised mapping will or won’t include the 15th or 18th Sideroads as collector roads, and attention should be given to ensure that it is not part of a larger Regional Plan.

(vii) Pamela Angle, 1360 15th Sideroad

Ms Angle commended the Township for standing up to the pressures of development, and that we are stewards of the environment and the headwaters for one quarter million people, and that the environmental sensitivity of the community should be protected. Her property contains a kettle lake and is home to a variety of unknown species (plant and animal). She stressed the importance of conducting a complete Environmental Assessment (EA) for any work in this area, that works can be a threat to the wetland and that there is much to consider.

Committee recommends that the Deputation by Ms Angle be received.

(viii) Helen Girardin, 105 Kingsview Crescent

Ms Girardin explained that she is a long time resident of King, and that traffic issues are a huge concern to the community. She sympathizes with the residents on the 15th and 18th and the negative impact this can place on their lifestyle, and notes that there is also excessive traffic on the 17th Sideroad, near her residence. The traffic volume concerns throughout King Township go beyond the transfer of a few sections of roadway, and recommended that Council should consider the overall issue very carefully, putting greater emphasis on the development of a feasible By-pass plan for the area.

Committee recommends that the Deputation by Ms Girardin be received.

(ix) Linda Little, 1485 18th Sideroad

Ms Little expressed her position that the traffic and commuting concerns throughout King Township are significant and need an overall evaluation. The number of commuters that exit Hwy. #400 at Lloydtown/Aurora Road or King Road due to traffic back ups on the highway are increasing. She emphasized the need to assess the volume and purpose of traffic that runs through the Township, and develop a route to divert these volumes away from our residential areas.

Committee recommends that the Deputation by Ms Little be received.

Committee considered Operations Department Report No.: OP08-05 seeking Council authorization to initiate the York Region Road Assumption Process to transfer two (2) road sections to York Region, namely the 15th and 18th Sideroads both between Bathurst and Dufferin Streets.

Following considerable discussion, Committee recommends that Operations Department Report No. OP08-05 and Presentation by Totten Sims Hubicki Re: Road Rationalization Study – 15th and 18th Sideroad, from Bathurst Street to Dufferin Street be received, and the correspondence and deputations of this evening be received; and

- (a) The Township of King request the Region of York to make a presentation to Township of King Council;
- (b) The Township of King make a formal request through a Resolution of Council to the Region of York that the 15th and 18th Sideroads, between Bathurst and Dufferin Streets, be reviewed for discussion on the status with the Region of York;
- (c) Report No. OP08-05 be submitted to the Region of York with the Township of King request for discussion on the status with the Region of York;
- (d) Regional staff to update and inform Township of King Council on the Mid-York Collector Study.

CHRIS SOMERVILLE
CLERK

TOWNSHIP OF KING

DATE: May 12, 2008
TO: Committee of the Whole
FROM: Operations Department
SUBJECT: Road Rationalization Study
15th and 18th Sideroad, from Bathurst Street to Dufferin Street
Operations Department Report No. OP08-05

1. RECOMMENDATIONS

The Operations Department submits the following recommendations:

1. That the Township of King make a formal request through a resolution of Council, to the Region of York, that the 15th and 18th Sideroads, between Bathurst and Dufferin Streets be reviewed for transfer to the Region of York road system;
2. That this report be submitted to the Region of York with the Township of King's request to transfer the roads;

2. PURPOSE

The purpose of this report is to seek Council authorization to initiate the York Region Road Assumption Process to transfer two road sections to York Region, namely the 15th and 18th Sideroads both between Bathurst and Dufferin Streets.

This report is an executive summary of a detailed report prepared by Totten Sims Hubicki (TSH) dated April 11, 2008.

3. BACKGROUND AND ANALYSIS

The Township of King has a number of roads that are identified in the Region's Transportation Master Plan and Official Plan as having the potential to become part of the Regional Road network system over the longer term. Two of those roads are the 15th and 18th Sideroads, from Bathurst Street to Dufferin Street.

COW
MAY 12/08

Growth

Growth forecasts indicate that substantial population increases are expected in York Region, with a total potential population of up to 1.5 million people anticipated by 2031, up from the population of 772,000 in 2001. Traffic information indicates that the existing traffic volumes on adjacent Regional roads is high.

Service Levels

Meeting the Class 3 service level required on the roads sections by virtue of their traffic counts is a challenge for the Township of King, due to the small number of road sections in the inventory that require this service level. The small number of roads that require Class 3 service have a cost that is disproportionate to the length of those roads. This in itself would not be a criteria to transfer a road, however, from a risk management perspective, the Township should give careful consideration to the transfer of those sections to the Region..

It also should be noted that King Township Operations staff have expressed concerns for their safety when performing maintenance work on the higher volume and higher speed roads. A chart summarizing the service levels of Regulation 239/02 is an appendix to this executive summary.

Benefits

The primary benefit in transferring the noted road sections to Regional jurisdiction would be a reduction in risk to the Township of King. If the municipality is not resourced to deliver the appropriate service level, then the exposure to risk is increased in the event of a claim against the Township for under serviced roads.

A secondary benefit to King Township, should it transfer ownership of the road sections to the Region, will be removal of approximately \$4 million in capital liability. To put this in perspective, this amount is equivalent to the entire Township of King road construction program for 4 years. A road reconstructed to an appropriate standard for the current and anticipated traffic volumes will require a Class Environmental Assessment.

In addition, if the roads are transferred, there would potentially be a surplus in the Township's operating budget. Winter control and other maintenance costs on these roads sections are substantial. If the Region agrees to the transfer of these roads, staff recommends that the Roadway Operations budget not be decreased and that the savings from not having to provide maintenance on the two subject road sections, be redirected to the maintenance of other roads under the Township's jurisdiction.

Current Road Condition

From a condition rating perspective, both of the road sections being recommended for transfer are considered "NOW" construction needs as per the most current Roads Needs Study. The roads are deficient from both geometric and structural perspectives, meaning that the pavement and shoulder widths are less than the current standard, given their current

traffic volumes. The pavement structure is not adequate for any significant loading as shown by the cracking and rutting throughout their lengths.

York Region Transfer Criteria

York Region has an established '*York Region Road Assumption Criteria*' which considers transfer of roads to or from Regional jurisdiction, dependant upon specific criteria. Township staff believed that the current circumstances of these two road sections were such that they should be reviewed for transfer to the Region and authorized TSH to prepare an analysis and report.

The findings of the TSH report are summarized as follows. Of the eight criteria noted in the Regional Transfer Policy, the road sections meet six of the criteria, by:

- Connecting rural settlements to each other or a Regional Road or Provincial Highway
- Connects a Provincial Highway or Regional Road to a Provincial Highway, Major Commercial and Industrial area or major institutional complex
- Providing parallel service
- Providing service on roads that are extensions of Regional Roads
- Having a traffic count greater than 4000AADT
- Being part of the original grid system.

TSH does not believe that Criteria #3 is met in that the road sections do not provide service close to consistent major attractors or generators of heavy vehicles.

TSH does not believe that Criteria #6 is applicable to these road sections as both of the sections are in the interior of the municipality and therefore cannot provide connectivity to an adjacent jurisdiction.

4. **FINANCIAL IMPLICATIONS**

The key financial implications are as follows;

1. Reduction of liability from a risk management perspective, lowering the municipality's exposure to claims.
2. Transfer of a capital liability estimated at \$4 million
3. Reduction in operating costs/road maintenance

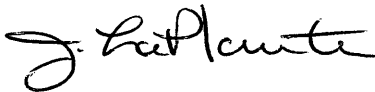
5. **CONCLUSION**

Staff believes that both the 15th and 18th Sideroad, from Bathurst Street to Dufferin Street both meet the York Region Criteria for Road Assumption and the process to transfer the roads should be initiated. There are substantial risk management and financial benefits to the Township if the roads are transferred.

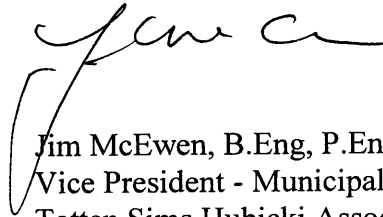
6. **ATTACHMENTS**

Totten Sims Hubicki Report- Township of King Road Rationalization Study, 15th and 18th Concession Roads, Bathurst to Dufferin

Prepared by:



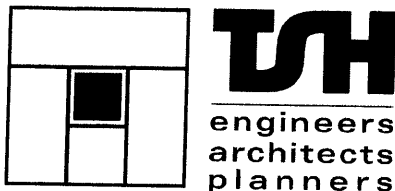
Jody LaPlante
Director of Operations



Jim McEwen, B.Eng, P.Eng
Vice President - Municipal
Totten Sims Hubicki Associates

Regulation 239/02 Summary Chart

	Class 1	Class 2	Class 3	Class 4	Class 5
Routine Patrolling	3 times every 7 days	2 times every 7 days	Once every 7 days	Once every 14 days	Once every 30 days
Snow Accumulation	Depth 2.5 cm Time: 4 hours	Depth 5 cm Time: 6 hours	Depth 8 cm Time: 12 hours	Depth 8 cm Time: 16 hours	Depth 10 cm Time: 24 hours
Icy Roadway	Time: 4 hours	Time: 4 hours	Time: 8 hours	Time: 12 hours	Time: 16 hours
Potholes on paved Roadway Surface	Area: 600cm ² Depth: 8cm Time: 4 days	Area: 800cm ² Depth: 8cm Time: 4 Days	Area 1000cm ² Depth: 8cm Time: 7 Days	Area 1000cm ² Depth: 8cm Time: 14 days	Area 1000cm ² Depth: 8cm Time: 30 days
Potholes on Non-Paved roadway Surface	NA	NA	Area 1500cm ² Depth: 8cm Time: 7 Days	Area 1500cm ² Depth: 10cm Time: 14 days	Area 1500cm ² Depth: 12cm Time: 30 days
Potholes on Paved or Non Paved Shoulder	Area: 1500cm ² Depth: 8cm Time: 7 days	Area: 1500cm ² Depth: 8cm Time: 7 Days	Area 1500cm ² Depth: 8cm Time: 14 Days	Area 1500cm ² Depth: 10cm Time: 30 days	Area 1500cm ² Depth: 12cm Time: 60 days
Shoulder Drop-offs >20m length	Depth: 8cm Time: 4 days	Depth: 8cm Time: 4 days	Depth: 8cm Time: 7 days	Depth: 8cm Time: 14 days	Depth: 8cm Time: 30 days
Cracks >3m length	Width: 5 cm Depth: 5 cm Time: 30 days	Width: 5 cm Depth: 5 cm Time: 30 days	Width: 5 cm Depth: 5 cm Time: 60 days	Width: 5 cm Depth: 5 cm Time: 180 days	Width: 5 cm Depth: 5 cm Time: 180 days
Luminaires	7 days	7 days	14 days	14 days	14 days
Conventional Illumination	If 3 or more consecutive luminaires on a highway are not functioning		If 3 or more consecutive luminaires on a highway are not functioning with a posted speed of 80km or more		
Conventional and High Mast	If 30% or more of the luminaires on any kilometre of highway are not functioning		If 30% or more of the luminaires on any kilometre of highway are not functioning with a posted speed of 80km or more		
Signs	If any of the following signs are illegible, improperly oriented or missing, the minimum std is to deploy resources as soon as practicable after becoming aware		Checkerboard Curve Sign with advisory tab Do Not Enter One Way	Stop Stop Ahead Traffic Signal Ahead Two way traffic ahead	Wrong Way Yield Yield Ahead School Zone Speed limit
All other Regulatory or Warning Signs	7 days	14 Days	21 Days	30 Days	30 Days
Bridge Deck Spalls	Area: 600cm ² Depth: 8cm Time: 4 days	Area: 800cm ² Depth: 8cm Time: 4 days	Area: 1000cm ² Depth: 8cm Time: 7 days	Area: 1000cm ² Depth: 8cm Time: 7 days	Area: 1000cm ² Depth: 8cm Time: 7 days
Road Surface Discontinuities	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days
Bridge Deck Discontinuities	If a discontinuity exceeds 5cm on a bridge deck, the minimum standard is to deploy resources as soon as practicable after becoming aware				



Totten Sims Hubicki Associates
2000 Argentia Road, Plaza 2, Suite 220
Mississauga, Ontario, Canada L5N 1V8
(905) 858-8798 Fax: (905) 858-0016
E-mail: mississauga@tsh.ca www.tsh.ca

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April 11, 2008

Township of King
2075 King Road
King City, ON, L7B 1A1
Canada

Attention: Mr. Jody LaPlante, Director of Operations

RE: Township of King Road Rationalization Study
15th and 18th Concession Roads, Bathurst to Dufferin
TSH File 4300200117

Dear Mr. LaPlante

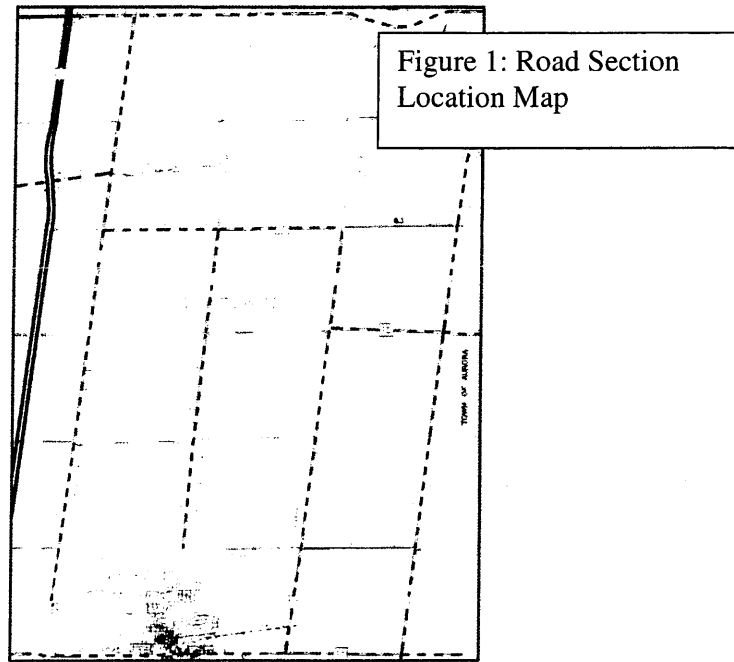
TSH has prepared this letter report for the Township of King that reviews and analyzes two sections of road under Township jurisdiction namely, 18th Concession Road from Bathurst to Dufferin, and 15th Concession Road, from Bathurst to Dufferin. This report will advise of the potential impacts/benefits to the Township of King of the transfer of the subject roads to York Region. This report has been completed in accordance with the terms of reference dated June 25, 2007.

In undertaking this analysis and developing the recommendations of this report, TSH reviewed/screened the following information;

1. York Region, Regional Official Plan, Chapter 6- Regional Infrastructure, dated November 2005
2. York Region Transportation Master Plan dated 2002
3. Regulation 239/02, Minimum Maintenance Standards/ Township of King Service Standards, November 2002
4. Township of King, 2006 Roads Needs Study/ Current On-Site Conditions
5. Township of King 2007 Operating Budget
6. York Region Regional Road Assumption Criteria, dated June 2005

The discussion and analysis of the above noted is as follows, and is identified by respective subject area.

A location map of the roads sections being reviewed is shown in Figure 1, below. The map also illustrates the proximity of the sections being considered to the Regional Road network.



York Region, Regional Official Plan, Chapter 6- Regional Infrastructure

The York Region Official Plan (YROP) has been scanned by TSH for relevance to this assignment. Chapter 6 of the YROP deals with Regional Infrastructure and indicates that both of the road sections being reviewed in this report are identified as future Regional Roads.

Map 9 of the York Region Official Plan indicates that both of the road sections being reviewed in this report would form part of the future arterial and freeway road network. York Region documentation also indicates that over the next 25 years, York Region will experience continued rapid population and employment growth. The Ontario Government forecasts that by 2031, the Region will grow to an estimated population of 1.5 million people, increasing from 772,000 as of 2001. It is inferred then, that the traffic volumes on the roads within the Region would experience increases similar to the proposed growth.

It should be anticipated that the road sections being reviewed would continue to experience traffic increases as the population grows. The following table indicates the traffic increases that have been experienced over a 7 year period.

Traffic Count Comparison

Road Section	1997 (AADT)	2004 (AADT)	2006 (AADT)	2007 (AADT)	% Change
15 th Sideroad	4230	6245	8233	-----	+94.68
18 th Sideroad	3610	6475	7493	6763	+87.3

A.A.D.T. = Average Annual Daily Traffic

It is acknowledged that the above captioned information is limited and projections of anticipated future traffic should be undertaken through an appropriate traffic study. However, the information does indicate that the effects of growth have been substantial.

Regulation 239/02, Minimum Maintenance Standards/ Township of King Service Standards

In the fall of 2002, the Province created Regulation 239/02, Minimum Maintenance Standards for Municipal Highways (MMS). The standards are a risk management tool for municipalities which basically provide that if a municipality can present documented evidence that they met or exceeded the minimum service requirement for a given class of road, the municipality would not be negligent. Roads are divided into 6 service classes by posted speed and traffic count, with Class 1 being the highest service level and Class 6 being the lowest. TSH understands that the Township of King has adopted the MMS and has no further King Township specific service standards that apply over and above the MMS.

Both of the Township road sections currently under review are public roads and are classified as Class 3 Roads. The Township of King only has seven sections of road on the east side of Highway 400 that are classified as Class 3 roads, the remainder, are Classes 4, 5 and 6.

The effect that the difference in Class of road has for the municipality is that the response time in service delivery is substantial between a Class 4 road and a Class 3 road, particularly for winter control services. For example, the response time that is required to remove snow accumulation is 12 hours for a Class 3 road and 16 hours for a Class 4.

The MMS indicate that response time is the time from when the municipality becomes aware that a condition exists, until the time that the condition is corrected or brought within the limits specified in the regulation. In the case of winter control, the implications are that this increased service level may require the municipality to increase the inspection frequency and may also require additional staff and machinery to deliver the service beyond the service delivery hours now in place (ie night shift).

Generally, when service levels are increased, there are changes required to the equipment, and materials used. It is TSH's understanding that the Township of King uses primarily a sand/salt mixture on its roads when delivering winter control service. Roads with a higher level of service typically have a salt, or pre-wetted salt, applied to the road surface. Municipalities providing winter control service on higher class roads typically have vehicles equipped to anti-ice the roads with a brine solution and pre-wet the de-icing materials as they are spread.

The higher level of service is dictated by the increased traffic. TSH has been advised that Township of King Operational staff have raised concerns with their ability to comply with the Occupational Health and Safety Act and increased risk in performing routine maintenance on road sections with higher traffic volume and speed.

Appendix 2 to this report includes a chart indicating the classification of the road system and Regulation 239/02, Minimum Maintenance Standards, which clearly indicates the difference in service requirements between road classes, by service delivery area. For example, potholes have to be repaired on a Class 3 road in 7 days and a Class 4 road in 14 days. The following table provides a summary.

	Class 1	Class 2	Class 3	Class 4	Class 5
Routine Patrolling	3 times every 7 days	2 times every 7 days	Once every 7 days	Once every 14 days	Once every 30 days
Snow Accumulation	Depth 2.5 cm Time: 4 hours	Depth 5 cm Time: 6 hours	Depth 8 cm Time: 12 hours	Depth 8 cm Time: 16 hours	Depth 10 cm Time: 24 hours
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Luminaires	7 days	7 days	14 days	14 days	14 days
Conventional Illumination	If 3 or more consecutive luminaires on a highway are not functioning		If 3 or more consecutive luminaires on a highway are not functioning with a posted speed of 80km or more		
Conventional and High Mast Signs	If 30% or more of the luminaires on any kilometre of highway are not functioning		If 30% or more of the luminaires on any kilometre of highway are not functioning with a posted speed of 80km or more		
Signs	If any of the following signs are illegible, improperly oriented or missing, the minimum std is to deploy resources as soon as practicable after becoming aware		Checkerboard Curve Sign with advisory tab Do Not Enter One Way	Stop Stop Ahead Traffic Signal Ahead Two way traffic ahead	Wrong Way Yield Yield Ahead School Zone Speed limit
All other Regulatory or Warning Signs	7 days	14 Days	21 Days	30 Days	30 Days
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Road Surface Discontinuities	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days	Height: 5cm Time: 2 days
Bridge Deck Discontinuities	If a discontinuity exceeds 5cm on a bridge deck, the minimum standard is to deploy resources as soon as practicable after becoming aware.				

In addition to the aforementioned, the newer Commercial Vehicle Operators Registration (CVOR) regulation, which came into effect January 1, 2007, may effectively compound the staffing issue. Drivers of licensed vehicles over 4500kg in weight must be in compliance with the CVOR regulations. The driver is limited to 14 hours of on-duty time during the shift and only 12 hours of driving time. This would render an increased service level through extending the shift as non-viable. Given the low number of King Township roads that require the increased service level, these increased costs then become disproportionately expensive. The 2005 Report on Ontario's Municipal Roads prepared by the MPMP/OCMBP indicates cost increases of up to 500% per lane kilometre for Winter Control for Regional vs. small urban road systems.

An alternative solution would be to have the appropriate service level delivered by a service provider that is already providing that service level (or higher) in close proximity in order that some financial benefit is gained from the economies of scale.

York Region's 2004 Transportation fact book indicates that the Regional Roads adjacent or nearby, have AADT's in the under 10,000 to 40,000 range near 18th Sideroad and in the over 10,000 to over 40,000 range near the 15th Sideroad section.

There would be similar issues with all of the MMS with respect to cost increases in lock step with road class increases. There would also be increased exposure to risk for the municipality if it manages roads of a class beyond the level they are equipped to provide.

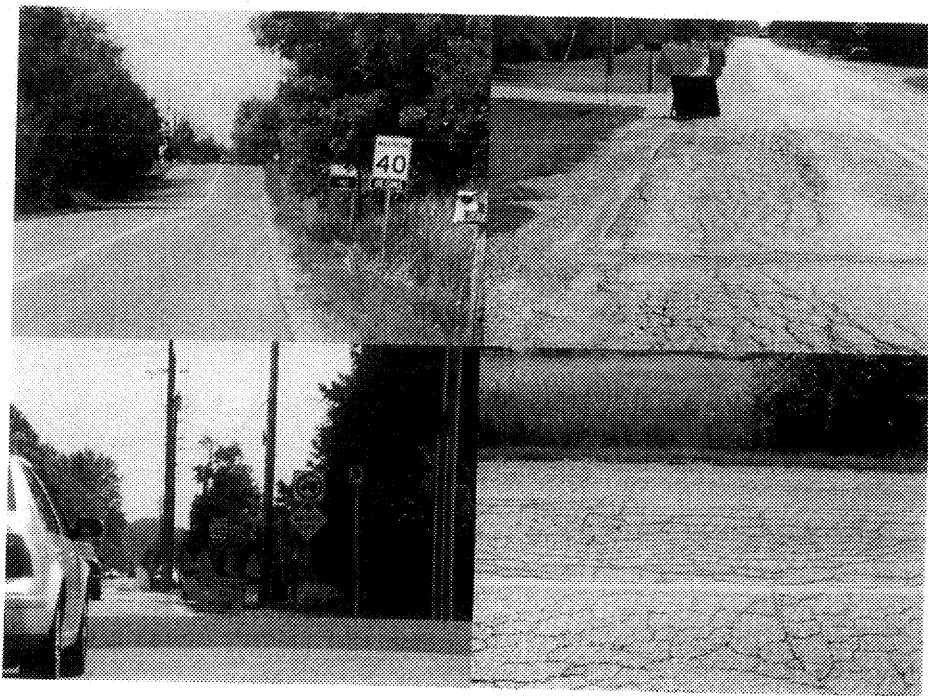
Township of King, 2006 Roads Needs Study / Current On- Site Conditions

The following table summarizes the existing conditions on both of the road sections.

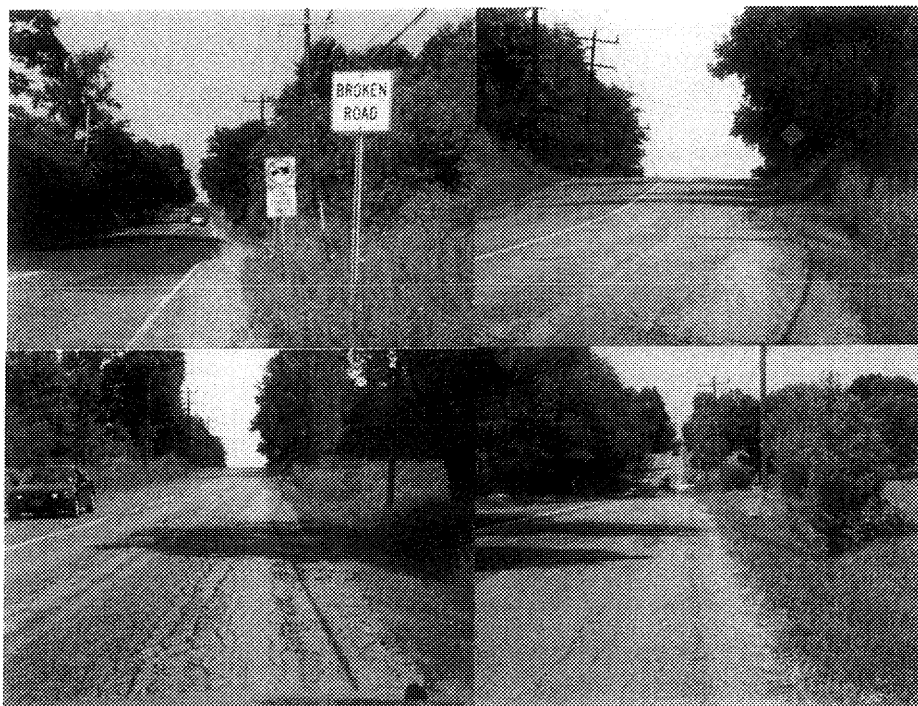
Road Section Site Conditions

Item	15 th Sideroad	18 th Sideroad
Condition Rating/Time of Need	NOW	NOW
Critical Deficiency	Structural Adequacy	Structural Adequacy
Secondary Deficiency	Geometrics/Cross-section	Geometrics/Cross-section
Surface Type	Hot Mix Asphalt	Surface Treatment
Signalization	Regional, both limits	Regional, both limits
Speed Limit	40 km/hr	60 km/hr
Truck Restriction	Yes	Yes
AADT (Traffic count)	8233	6763

The road sections are in poor condition and need to be reconstructed. The following photographs depict the existing conditions:



15th Sideroad; from top left clockwise- Facing west from east end, Typical section defects, Typical section defects; Facing east from west end. Note the location of the hydro poles.



18th Sideroad: clockwise from top left; Facing west from east end, Typical road condition defect and substandard vertical curve; Typical condition; Typical Condition. Note the location of the hydro poles.

Both of the road sections under review are rated as "Now" construction needs in the Roads Summary Report, 2006 Update. The critical deficiency in both sections is the rating for structural adequacy, indicating the existing road structure is unable to support the loads it carries and the rehabilitation strategy is to reconstruct the road section. Both roads would have the geometrics/cross-section as a secondary deficiency which would be corrected as part of a complete reconstruction. What this means from a driver's perspective is that there is a rough ride caused by the cracks, distortions and settlements. The platform width of the road structure is too narrow and causes a problem with shoulder maintenance. The condition of the road and existing cross section and geometry may be increasing the exposure to risk and liability to the municipality.

The 2006 Roads Needs Study indicates the estimated cost to reconstruct these two road sections is \$4,019,000. To put that dollar value in the context of the municipality's budget, the Township of King's annual capital expenditure for roads is approximately \$1,000,000. To put that in a slightly different context and, assuming the Township of King continues with capital expenditures on the road system at its normal rate, the construction of these two road sections would represent the entire program for the next 4 years.

Given the condition of the roads, the operating costs are increased. TSH has been advised by senior Public Works staff that, if the roads are transferred, the savings in operating costs would be expended on maintaining other Township of King Roads

Typically, when a road is reconstructed, it is reconstructed to a standard that will most appropriately serve the predicted function of the road for at least the next 20 year period (The design period would be dependant upon a number of factors). Given the information provided earlier in this report, the road sections being reviewed are moving toward serving an arterial road function, if they are not already fulfilling that role.

A reconstructed facility of this nature would require the completion of a Class Environmental Assessment as it would appear that there would be property acquisition and widening of the road and if the road were to become a Regional road, arguably a change in purpose of the road would also trigger a Class Environmental Assessment.

York Region Regional Road Assumption Criteria

In June 2005, York Region approved criteria for transfer of roads in York Region to, or from, the Region's jurisdiction. There are slightly different criteria for urban and rural areas. The 15th and 18th Concession Roads are outside of the designated urban areas as shown on the Region's Official Plan Map 5, and as such, the criteria for rural road transfer are being used for this analysis. The criteria and the road sections have been set up in a table to simplify the review, as follows;

York Region Road Assumption Criteria

Criteria	15th Concession Rd	18th Concession Rd
1. Connects designated rural settlements, having existing major commercial/industrial development or more than 150 persons, to each other and a Regional road or Provincial Highway	Yes, Connects King City to Aurora/Richmond Hill	Yes, Indirectly Lloydtown to Newmarket/Aurora
2. Connects a Provincial Highway or Regional road to: a. Provincial Highway b. Major commercial and industrial areas c. Major institutional complexes such as colleges and hospitals	Yes, Hwy 400 Yes, Yonge Street Yes	Yes, Hwy 400 Yes, Yonge Street Yes
3. Provides service close to consistent major attractors or generators of heavy vehicles.	No	No
4. Provides service parallel to and, where justified, crossing major barriers to free traffic movement.	Yes, would form part of a major grid	Yes, would form part of a major grid.
5. Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or a Provincial Highway.	Yes, Bloomington Road	Yes, St. John's Sideroad
6. Provides service on those roads which are extensions of roads designated as Regional or County Roads in neighbouring jurisdictions and, to a Regional road or a Provincial Highway.	N/A- The road section is in the interior of the regional municipality	N/A- The road section is in the interior of the regional municipality
7. Roads should have a current traffic volume greater than 4,000 annual average daily traffic (AADT).	Yes, AADT 8233(2006)	Yes, AADT 6763 (2007)
8. Roads should be part of the original concession road grid.	Yes	Yes

Transfer Protocol

In the Responsibilities Section of the York Region policy, it indicates that *'the Transportation and Works Department shall assess the criteria for the transfer of a local municipal road to the Regional Roads System.'* TSH has not contacted York Region with respect to this proposed transfer, however TSH have been advised by Township staff that the Region is aware of the potential transfer and are receptive to reviewing the request.

Summary and Recommendations:

Summary

TSH has analyzed the York Region criteria for a road transfer and believes that the 15th Sideroad and the 18th Sideroad between Bathurst Street and Dufferin Street generally conform to that criteria.

Of the eight criteria noted in the policy, the road sections meet six of the criteria, by:

- Connecting rural settlements to each other or a Regional Road or Provincial Highway
- Connects a Provincial Highway or Regional Road to a Provincial Highway, Major Commercial and Industrial area or major institutional complex
- Providing parallel service
- Providing service on roads that are extensions of Regional Roads
- Having a traffic count greater than 4000AADT
- Being part of the original grid system.

TSH does not believe that Criteria #3 is met in that the road sections do not provide service close to consistent major attractors or generators of heavy vehicles.

TSH does not believe that Criteria #6 is applicable to these road sections as both of the sections are in the interior of the municipality and therefore do not/can not provide connectivity to an adjacent jurisdiction.

Other Regional documentation such as the Transportation Master Plan and the Official Plan confirm that these road sections are part of a longer term plan to transfer their jurisdiction to the Regional level. Growth forecasts indicate that substantial population increases are anticipated. Traffic information indicates that the traffic on adjacent Regional roads is high. Whereas the existing traffic counts on these roads sections do meet the Regional criteria for transfer, the counts are likely lower than they would typically be, given their proximity to other roads with higher counts due to the condition of the roads, the truck restrictions and the low speed limit on the 15th Sideroad.

The service level required on the roads sections by virtue of their traffic counts is above the service level that is typically delivered by the Township of King. Enhancing the Township service level on the small number of roads that require Class 3 service, has a cost that is disproportionate to the length of roads. This in itself would not be a criteria to transfer a road, however, from a risk management perspective, the municipality should give careful consideration to alternate service delivery on those sections if the service level is not being met.

The primary benefit in transferring the roads to Regional jurisdiction would be a reduction in risk to the Township of King Council and staff. If the municipality is not resourced to deliver the appropriate service level, then the exposure to risk is increased in the event of a claim against the Township. If the Township is successful in transferring the roads to Regional jurisdiction, then the Township may further benefit by realizing additional funding for maintenance on other roads, and the removal of an approximately \$4 million capital liability.

Recommendations:

TSH has reviewed the sections of 15 Sideroad and 18 Sideroad between Bathurst and Dufferin Streets and is making the following recommendations to the Township of King with respect to the transfer of the roads to York Region;

1. That the Township of King make a formal request through a resolution of Township of King Council, to the Region of York, that 15 and 18 Sideroads, between Bathurst and Dufferin Streets, be reviewed for transfer to the Regional of York road system;
2. That this report be submitted to the Region of York with the Township of King's request to transfer the subject roads;

Thank you for the opportunity to prepare this report. Please contact the undersigned at 905 858 8798 ex231 or danderson@tsh.ca if you wish to further discuss the content of this letter report.

Yours truly,



David Anderson, CET.
Project Manager, Asset Management

DA/da

c.c. Jim, McEwen, B.Eng, P. Eng, Vice President -Municipal , TSH Whitby
Ian Roger, Program Manager, Asset Management, TSH Whitby

APPENDIX 1

Region of York Future Arterial Road Network

APPENDIX 2**Regulation 239/02 Minimum Maintenance Standards**

Municipal Act, 2001
Loi de 2001 sur les municipalités

ONTARIO REGULATION 239/02

**MINIMUM MAINTENANCE STANDARDS FOR MUNICIPAL
HIGHWAYS**

Consolidation Period: From January 1, 2007 to the e-Laws currency date.

Last amendment: O.Reg. 613/06.

This Regulation is made in English only.

Definitions

1. (1) In this Regulation,

“cm” means centimetres;

“day” means a 24-hour period;

“motor vehicle” has the same meaning as in subsection 1 (1) of the *Highway Traffic Act*, except that it does not include a motor assisted bicycle;

“non-paved surface” means a surface that is not a paved surface;

“paved surface” means a surface with a wearing layer or layers of asphalt, concrete or asphalt emulsion;

“roadway” has the same meaning as in subsection 1 (1) of the *Highway Traffic Act*;

“shoulder” means the portion of a highway that provides lateral support to the roadway and that may accommodate stopped motor vehicles and emergency use;

“surface” means the top of a roadway or shoulder. O. Reg. 239/02, s. 1 (1).

(2) For the purposes of this Regulation, every highway or part of a highway under the jurisdiction of a municipality in Ontario is classified in the Table to this section as a Class 1, Class 2, Class 3, Class 4, Class 5 or Class 6 highway, based on the speed limit applicable to it and the average annual daily traffic on it. O. Reg. 239/02, s. 1 (2).

(3) For the purposes of subsection (2) and the Table to this section, the average annual daily traffic on a highway or part of a highway under municipal jurisdiction shall be determined,

(a) by counting and averaging the daily two-way traffic on the highway or part of the highway for the previous calendar year; or

- (b) by estimating the average daily two-way traffic on the highway or part of the highway in accordance with accepted traffic engineering methods.
O. Reg. 239/02, s. 1 (3).

TABLE
CLASSIFICATION OF HIGHWAYS

Average Annual Daily Traffic (number of motor vehicles)	Posted or Statutory Speed Limit (kilometres per hour)						
	91 - 100	81 - 90	71 - 80	61 - 70	51 - 60	41 - 50	1 - 40
15,000 or more	1	1	1	2	2	2	2
12,000 - 14,999	1	1	1	2	2	3	3
10,000 - 11,999	1	1	2	2	3	3	3
8,000 - 9,999	1	1	2	3	3	3	3
6,000 - 7,999	1	2	2	3	3	3	3
5,000 - 5,999	1	2	2	3	3	3	3
4,000 - 4,999	1	2	3	3	3	3	4
3,000 - 3,999	1	2	3	3	3	4	4
2,000 - 2,999	1	2	3	3	4	4	4
1,000 - 1,999	1	3	3	3	4	4	5
500 - 999	1	3	4	4	4	4	5
200 - 499	1	3	4	4	5	5	5
50 - 199	1	3	4	5	5	5	5
0 - 49	1	3	6	6	6	6	6

O. Reg. 613/06, s. 1.

Application

2. (1) This Regulation sets out the minimum standards of repair for highways under municipal jurisdiction for the purpose of clause 44 (3) (c) of the Act. O. Reg. 288/03, s. 1.

(2) The minimum standards of repair set out in this Regulation are applicable only in respect of motor vehicles using the highways. O. Reg. 239/02, s. 2 (2).

(3) This Regulation does not apply to Class 6 highways. O. Reg. 239/02, s. 2 (3).

MINIMUM STANDARDS

Routine patrolling

3. (1) The minimum standard for the frequency of routine patrolling of highways is set out in the Table to this section. O. Reg. 239/02, s. 3 (1).

(2) Routine patrolling shall be carried out by driving on or by electronically monitoring the highway to check for conditions described in this Regulation. O. Reg. 239/02, s. 3 (2).

(3) Routine patrolling is not required between sunset and sunrise. O. Reg. 239/02, s. 3 (3).

TABLE
ROUTINE PATROLLING FREQUENCY

Class of Highway	Patrolling Frequency
1	3 times every 7 days
2	2 times every 7 days
3	once every 7 days
4	once every 14 days
5	once every 30 days

O. Reg. 239/02, s. 3, Table.

Snow accumulation

4. (1) The minimum standard for clearing snow accumulation is,
 - (a) while the snow continues to accumulate, to deploy resources to clear the snow as soon as practicable after becoming aware of the fact that the snow accumulation on a roadway is greater than the depth set out in the Table to this section; and
 - (b) after the snow accumulation has ended and after becoming aware that the snow accumulation is greater than the depth set out in the Table to this section, to clear the snow accumulation in accordance with subsections (2) and (3) or subsections (2) and (4), as the case may be, within the time set out in the Table. O. Reg. 239/02, s. 4 (1).
- (2) The snow accumulation must be cleared to a depth less than or equal to the depth set out in the Table. O. Reg. 239/02, s. 4 (2).
- (3) The snow accumulation must be cleared from the roadway to within a distance of 0.6 metres inside the outer edges of the roadway. O. Reg. 239/02, s. 4 (3).
- (4) Despite subsection (3), for a Class 4 highway with two lanes or a Class 5 highway with two lanes, the snow accumulation on the roadway must be cleared to a width of at least 5 metres. O. Reg. 239/02, s. 4 (4).
- (5) This section,
 - (a) does not apply to that portion of the roadway designated for parking; and
 - (b) only applies to a municipality during the season when the municipality performs winter highway maintenance. O. Reg. 239/02, s. 4 (5).
- (6) In this section,

“snow accumulation” means the natural accumulation of new fallen snow or wind-blown snow that covers more than half a lane width of a roadway.
O. Reg. 239/02, s. 4 (6).

**TABLE
SNOW ACCUMULATION**

Class of Highway	Depth	Time
1	2.5 cm	4 hours
2	5 cm	6 hours
3	8 cm	12 hours
4	8 cm	16 hours
5	10 cm	24 hours

O. Reg. 239/02, s. 4, Table.

Icy roadways

5. (1) The minimum standard for treating icy roadways is,

- (a) to deploy resources to treat an icy roadway as soon as practicable after becoming aware that the roadway is icy; and
- (b) to treat the icy roadway within the time set out in the Table to this section after becoming aware that the roadway is icy. O. Reg. 239/02, s. 5 (1).

(2) This section only applies to a municipality during the season when the municipality performs winter highway maintenance. O. Reg. 239/02, s. 5 (2).

**TABLE
ICY ROADWAYS**

Class of Highway	Time
1	3 hours
2	4 hours
3	8 hours
4	12 hours
5	16 hours

O. Reg. 239/02, s. 5, Table.

Potholes

6. (1) If a pothole exceeds both the surface area and depth set out in Table 1, 2 or 3 to this section, as the case may be, the minimum standard is to repair the pothole within the time set out in Table 1, 2 or 3, as appropriate, after becoming aware of the fact. O. Reg. 239/02, s. 6 (1).

(2) A pothole shall be deemed to be repaired if its surface area or depth is less than or equal to that set out in Table 1, 2 or 3, as appropriate. O. Reg. 239/02, s. 6 (2).

TABLE 1
POTHOLES ON PAVED SURFACE OF ROADWAY

Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1000 cm ²	8 cm	7 days
4	1000 cm ²	8 cm	14 days
5	1000 cm ²	8 cm	30 days

O. Reg. 239/02, s. 6, Table 1.

TABLE 2
POTHOLES ON NON-PAVED SURFACE OF ROADWAY

Class of Highway	Surface Area	Depth	Time
3	1500 cm ²	8 cm	7 days
4	1500 cm ²	10 cm	14 days
5	1500 cm ²	12 cm	30 days

O. Reg. 239/02, s. 6, Table 2.

TABLE 3
POTHOLES ON PAVED OR NON-PAVED SURFACE OF SHOULDER

Class of Highway	Surface Area	Depth	Time
1	1500 cm ²	8 cm	7 days
2	1500 cm ²	8 cm	7 days
3	1500 cm ²	8 cm	14 days
4	1500 cm ²	10 cm	30 days
5	1500 cm ²	12 cm	60 days

O. Reg. 239/02, s. 6, Table 3.

Shoulder drop-offs

7. (1) If a shoulder drop-off is deeper, for a continuous distance of 20 metres or more, than the depth set out in the Table to this section, the minimum standard is to repair the shoulder drop-off within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 7 (1).

(2) A shoulder drop-off shall be deemed to be repaired if its depth is less than or equal to that set out in the Table. O. Reg. 239/02, s. 7 (2).

(3) In this section,

“shoulder drop-off” means the vertical differential, where the paved surface of the roadway is higher than the surface of the shoulder, between the paved

surface of the roadway and the paved or non-paved surface of the shoulder.
O. Reg. 239/02, s. 7 (3).

**TABLE
SHOULDER DROP-OFFS**

Class of Highway	Depth	Time
1	8 cm	4 days
2	8 cm	4 days
3	8 cm	7 days
4	8 cm	14 days
5	8 cm	30 days

O. Reg. 239/02, s. 7, Table.

Cracks

8. (1) If a crack on the paved surface of a roadway is greater, for a continuous distance of three metres or more, than both the width and depth set out in the Table to this section, the minimum standard is to repair the crack within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 8 (1).

(2) A crack shall be deemed to be repaired if its width or depth is less than or equal to that set out in the Table. O. Reg. 239/02, s. 8 (2).

**TABLE
CRACKS**

Class of Highway	Width	Depth	Time
1	5 cm	5 cm	30 days
2	5 cm	5 cm	30 days
3	5 cm	5 cm	60 days
4	5 cm	5 cm	180 days
5	5 cm	5 cm	180 days

O. Reg. 239/02, s. 8, Table.

Debris

9. (1) If there is debris on a roadway, the minimum standard is to deploy resources, as soon as practicable after becoming aware of the fact, to remove the debris. O. Reg. 239/02, s. 9 (1).

(2) In this section,

“debris” means any material or object on a roadway,

(a) that is not an integral part of the roadway or has not been intentionally placed on the roadway by a municipality, and

(b) that is reasonably likely to cause damage to a motor vehicle or to injure a person in a motor vehicle. O. Reg. 239/02, s. 9 (2).

Luminaires

10. (1) For conventional illumination, if three or more consecutive luminaires on a highway are not functioning, the minimum standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 239/02, s. 10 (1).

(2) For conventional illumination and high mast illumination, if 30 per cent or more of the luminaires on any kilometre of highway are not functioning, the minimum standard is to repair the luminaires within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 239/02, s. 10 (2).

(3) Despite subsection (2), for high mast illumination, if all of the luminaires on consecutive poles are not functioning, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires. O. Reg. 239/02, s. 10 (3).

(4) Despite subsections (1), (2) and (3), for conventional illumination and high mast illumination, if more than 50 per cent of the luminaires on any kilometre of a Class 1 highway with a speed limit of 90 kilometres per hour or more are not functioning, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the luminaires. O. Reg. 239/02, s. 10 (4).

(5) Luminaires shall be deemed to be repaired,

- (a) for the purpose of subsection (1), if the number of non-functioning consecutive luminaires does not exceed two;
- (b) for the purpose of subsection (2), if more than 70 per cent of luminaires on any kilometre of highway are functioning;
- (c) for the purpose of subsection (3), if one or more of the luminaires on consecutive poles are functioning;
- (d) for the purpose of subsection (4), if more than 50 per cent of luminaires on any kilometre of highway are functioning. O. Reg. 239/02, s. 10 (5).

(6) Subsections (1), (2) and (3) only apply to,

- (a) Class 1 and Class 2 highways; and
- (b) Class 3, Class 4 and Class 5 highways with a posted speed of 80 kilometres per hour or more. O. Reg. 239/02, s. 10 (6).

(7) In this section,

“conventional illumination” means lighting, other than high mast illumination, where there are one or more luminaires per pole;

“high mast illumination” means lighting where there are three or more luminaires per pole and the height of the pole exceeds 20 metres;

“luminaire” means a complete lighting unit consisting of,

- (a) a lamp, and
- (b) parts designed to distribute the light, to position or protect the lamp and to connect the lamp to the power supply. O. Reg. 239/02, s. 10 (7).

TABLE
LUMINAIRES

Class of Highway	Time
1	7 days
2	7 days
3	14 days
4	14 days
5	14 days

O. Reg. 239/02, s. 10, Table.

Signs

11. (1) If any sign of a type listed in subsection (2) is illegible, improperly oriented or missing, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair or replace the sign. O. Reg. 239/02, s. 11 (1).

(2) This section applies to the following types of signs:

1. Checkerboard.
2. Curve sign with advisory speed tab.
3. Do not enter.
4. One Way.
5. School Zone Speed Limit.
6. Stop.
7. Stop Ahead.
8. Stop Ahead, New.
9. Traffic Signal Ahead, New.
10. Two-Way Traffic Ahead.
11. Wrong Way.
12. Yield.
13. Yield Ahead.
14. Yield Ahead, New. O. Reg. 239/02, s. 11 (2).

Regulatory or warning signs

12. (1) If a regulatory or warning sign other than a sign listed in subsection 11 (2) is illegible, improperly oriented or missing, the minimum standard is to

repair or replace the sign within the time set out in the Table to this section after becoming aware of the fact. O. Reg. 239/02, s. 12 (1).

(2) In this section,

“regulatory sign” has the same meaning as in the *Manual of Uniform Traffic Control Devices* published in 1985 by the Ministry of Transportation;

“warning sign” has the same meaning as in the *Manual of Uniform Traffic Control Devices* published in 1985 by the Ministry of Transportation. O. Reg. 239/02, s. 12 (2).

TABLE
REGULATORY AND WARNING SIGNS

Class of Highway	Time
1	7 days
2	14 days
3	21 days
4	30 days
5	30 days

O. Reg. 239/02, s. 12, Table.

Traffic control signal systems

13. (1) If a traffic control signal system is defective in any way described in subsection (2), the minimum standard is to deploy resources as soon as practicable after becoming aware of the defect to repair the defect or replace the defective component of the traffic control signal system. O. Reg. 239/02, s. 13 (1).

(2) This section applies if a traffic control signal system is defective in any of the following ways:

1. One or more displays show conflicting signal indications.
2. The angle of a traffic control signal or pedestrian control indication has been changed in such a way that the traffic or pedestrian facing it does not have clear visibility of the information conveyed or that it conveys confusing information to traffic or pedestrians facing other directions.
3. A phase required to allow a pedestrian or vehicle to safely travel through an intersection fails to occur.
4. There are phase or cycle timing errors interfering with the ability of a pedestrian or vehicle to safely travel through an intersection.
5. There is a power failure in the traffic control signal system.
6. The traffic control signal system cabinet has been displaced from its proper position.
7. There is a failure of any of the traffic control signal support structures.
8. A signal lamp or a pedestrian control indication is not functioning.

9. Signals are flashing when flashing mode is not a part of the normal signal operation. O. Reg. 239/02, s. 13 (2).

(3) Despite subsection (1) and paragraph 8 of subsection (2), if the posted speed of all approaches to the intersection or location of the non-functioning signal lamp or pedestrian control indication is less than 80 kilometres per hour and the signal that is not functioning is a green or a pedestrian “walk” signal, the minimum standard is to repair or replace the defective component by the end of the next business day. O. Reg. 239/02, s. 13 (3).

(4) In this section and section 14,

“cycle” means a complete sequence of traffic control indications at a location;

“display” means the illuminated and non-illuminated signals facing the traffic;

“indication” has the same meaning as in the *Highway Traffic Act*;

“phase” means a part of a cycle from the time where one or more traffic directions receive a green indication to the time where one or more different traffic directions receive a green indication;

“power failure” means a reduction in power or a loss in power preventing the traffic control signal system from operating as intended;

“traffic control signal” has the same meaning as in the *Highway Traffic Act*;

“traffic control signal system” has the same meaning as in the *Highway Traffic Act*. O. Reg. 239/02, s. 13 (4).

Traffic control signal system sub-systems

14. (1) The minimum standard is to inspect, test and maintain the following traffic control signal system sub-systems every 12 months:

1. The display sub-system, consisting of traffic signal and pedestrian crossing heads, physical support structures and support cables.
2. The traffic control sub-system, including the traffic control signal cabinet and internal devices such as timer, detection devices and associated hardware, but excluding conflict monitors.
3. The external detection sub-system, consisting of detection sensors for all vehicles, including emergency and railway vehicles and pedestrian push-buttons. O. Reg. 239/02, s. 14 (1).

(2) The minimum standard is to inspect, test and maintain conflict monitors every five to seven months and at least twice a year. O. Reg. 239/02, s. 14 (2).

(3) In this section,

“conflict monitor” means a device that continually checks for conflicting signal indications and responds to a conflict by emitting a signal. O. Reg. 239/02, s. 14 (3).

Bridge deck spalls

15. (1) If a bridge deck spall exceeds both the surface area and depth set out in the Table to this section, the minimum standard is to repair the bridge deck spall within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 15 (1).

(2) A bridge deck spall shall be deemed to be repaired if its surface area or depth is less than or equal to that set out in the Table. O. Reg. 239/02, s. 15 (2).

(3) In this section,

“bridge deck spall” means a cavity left by one or more fragments detaching from the paved surface of the roadway or shoulder of a bridge. O. Reg. 239/02, s. 15 (3).

**TABLE
BRIDGE DECK SPALLS**

Class of Highway	Surface Area	Depth	Time
1	600 cm ²	8 cm	4 days
2	800 cm ²	8 cm	4 days
3	1,000 cm ²	8 cm	7 days
4	1,000 cm ²	8 cm	7 days
5	1,000 cm ²	8 cm	7 days

O. Reg. 239/02, s. 15, Table.

Surface discontinuities

16. (1) If a surface discontinuity, other than a surface discontinuity on a bridge deck, exceeds the height set out in the Table to this section, the minimum standard is to repair the surface discontinuity within the time set out in the Table after becoming aware of the fact. O. Reg. 239/02, s. 16 (1).

(2) If a surface discontinuity on a bridge deck exceeds 5 cm, the minimum standard is to deploy resources as soon as practicable after becoming aware of the fact to repair the surface discontinuity on the bridge deck. O. Reg. 239/02, s. 16 (2).

(3) In this section,

“surface discontinuity” means a vertical discontinuity creating a step formation at joints or cracks in the paved surface of the roadway, including bridge deck joints, expansion joints and approach slabs to a bridge. O. Reg. 239/02, s. 16 (3).

TABLE
SURFACE DISCONTINUITIES

Class of Highway	Height	Time
1	5 cm	2 days
2	5 cm	2 days
3	5 cm	7 days
4	5 cm	21 days
5	5 cm	21 days

O. Reg. 239/02, s. 16, Table.

REVIEW OF REGULATION

Review

17. (1) The Minister of Transportation shall conduct a review of this Regulation and Ontario Regulation 612/06 (Minimum Maintenance Standards for Highways in the City of Toronto) made under the *City of Toronto Act, 2006* every five years. O. Reg. 613/06, s. 2.

(2) The first review shall be started before the end of 2007. O. Reg. 239/02, s. 17 (2).

18. Omitted (provides for coming into force of provisions of this Regulation). O. Reg. 239/02, s. 18.



INCORPORATED 1850

TOWNSHIP OF KING

Municipal Offices
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King City, Ontario
L7B 1A1

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March 23, 2007

Denis Kelly, Regional Clerk
Region of York
17250 Yonge Street
NEWMARKET ON L3Y 6Z1

Dear Mr. Kelly,

**RE: *Mid York East/West Transportation Issues
Request to Undertake a Class Environmental Assessment to Resolve Traffic
Issues in King City and Nobleton.***

At its meeting of February 26th, 2007, Council considered and adopted the following Motion requesting the Region of York to commence a Class Environmental Assessment:

King Road through Urban Communities of King City and Nobleton

“That the Region of York be formally requested to undertake the necessary actions and approvals and commence an Environmental Assessment Study on alternate traffic routing patterns through the Settlement Areas of King City and Nobleton with a view to significantly reducing “flow through” traffic volumes through these Communities to and from Provincial Highway #400; it being pointed out that current volumes of traffic have reached overload proportions resulting in a complete dissection of these communities by the King Road as it intersects with Keele Streets (King City) Highway #400 and Regional Road #27 (Nobleton); and further that throughout the process the Region of York also include, consult and communicate with the Council of the Township of King and the affected residents of the Township as this project proceeds.”

A copy of the extract of the minutes of the February 26th, 2007 Council Meeting is enclosed for your reference and file.

Yours truly,

Chris Somerville
Encls.

c.c. Paul May, Director Infrastructure Planning, Region of York
Jody LaPlante, Director of Operations
Stephen Kitchen, Director Planning

file 20-16-27

TOWNSHIP OF KING

TO: FILE
CAO, JODY LAPLANTE, STEPHEN KITCHEN

EXTRACT FROM THE MINUTES OF THE COUNCIL MEETING HELD ON FEBRUARY 26th, 2007

7. NOTICE OF MOTION

A motion was made by Councillor Rupke, seconded by Councillor Underhill and carried that Council receive Deputations to the Motion which was brought forward at the February 12th, 2007 Council meeting.

- (a) At the Council Meeting of February 12th, 2007, Councillor Rupke submitted the following Motion, seconded by Councillor Cober, as amended, for consideration at the February 26th, 2007 Meeting of Council:

King Road through Urban Communities of King City and Nobleton

“That the Region of York be formally requested to undertake the necessary actions and approvals and commence an Environmental Assessment Study on alternate traffic routing patterns through the Settlement Areas of King City and Nobleton with a view to significantly reducing “flow through” traffic volumes through these Communities to and from Provincial Highway #400; it being pointed out that current volumes of traffic have reached overload proportions resulting in a complete dissection of these communities by the King Road as it intersects with Keele Streets (King City) Highway #400 and Regional Road #27 (Nobleton); and further that throughout the process the Region of York also include, consult and communicate with the Council of the Township of King and the affected residents of the Township as this project proceeds.”

DEPUTATION:

- (i) Henry Verbruggen, 16885 8th Concession

Mr. Verbruggen attended on behalf of the Nobleton Schomberg District Chamber of Commerce and the King City Chamber of Commerce, and advised that both Chambers strongly support this motion.

A motion was made by Councillor Rupke, seconded by Councillor Cober, that the above Motion regarding King Road through Urban Communities of King City and Nobleton be adopted, as amended.

Councillor Underhill requested a recorded vote on the above Motion.

The Clerk called the recorded vote as follows:

FOR: Black, Mortelliti, Cober, Rupke
AGAINST: Laidlaw, Underhill

Motion Carried.

C. SOMERVILLE
CLERK

