



TOWNSHIP OF KING

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January 31, 2012

Denis Kelly, Regional Clerk
Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 6Z1



**REGION OF YORK
CLERK'S OFFICE**

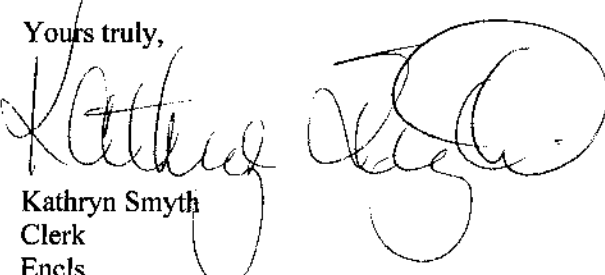
FILE No. - P43

Dear Mr. Kelly,

**Re: Township of King
Engineering & Public Works and Planning Departments Joint Report No: JR-2012-01
Re: Mid-York East-West Transportation Improvement Study**

Please find enclosed for your information and file, an extract of the Committee of the Whole Meeting of January 16th, 2012 and Engineering & Public Works and Planning Departments Joint Report No: JR-2012-01 regarding the Region of York's Mid-York East-West Transportation Improvement Study.

Yours truly,


Kathryn Smyth
Clerk
Encls.

c.c. Jeffrey Abrams, Clerk, City of Vaughan
Donna McLarty, Clerk, Town of Richmond Hill
John Leach, Clerk, Town of Aurora
Anita Moore, Clerk, Town of Newmarket
Kathleen Foster, Clerk, Town of East Gwillimbury
Michelle Brandt, Acting Clerk, Town of Bradford West Gwillimbury
Brenda Clerk, County Clerk, County of Simcoe
Carolyn Southey, Senior Environmental Planner, Min. of Transportation – Central Region
Jin Wang, Project Coordinator, Ministry of Transportation, St. Catharines
Steve Mota, Program Manager, Transportation Engineering, Region of York
Loy Cheah, P. Eng., Director, Infrastructure Planning, Region of York
Rob Flindall, Director of Engineering and 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 January 16th, 2012 was adopted by Council at its meeting of January 16th, 2012. The minutes of the meeting were approved by Council at its meeting of January 30th, 2012.

COPIES TO: FILE

STEPHEN KITCHEN, ROB FLINDALL

C.O.W. #2012-03

**Engineering and Public Works and Planning Departments Joint Report Number
JR-2012-01**

Re: Mid-York East-West Transportation Improvements Study

DEPUTATIONS

(i) Peter Iaboni

Mr. Iaboni commented that he is pleased with the report and is pleased that the Region is considering the 15th Sideroad as a potential interchange location as this will help to curtail some of the traffic issues facing Keele Street. Mr. Iaboni advised that he has resided in the same location for over twenty (20) years and the traffic coming into and out of King from the surrounding municipalities using Keele Street has been increasing every year.

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

(ii) Tom Parry

Mr. Parry commented that he resides on Keele Street south of the 15th Sideroad and agreed with the comments from the previous deputant. Mr. Parry advised that an interchange from the 15th Sideroad will benefit everyone living in the surrounding area.

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

Committee considered Engineering and Public Works and Planning Departments Joint Report Number JR-2012-01 providing an update on the Mid-York East-West Transportation Improvement Feasibility and Preliminary Engineering Study being carried out by the Regional Municipality of York.

Committee recommends that Engineering and Public Works and Planning Departments Joint Report Number JR-2012-01 be received, the petition be received, and the recommendations therein be approved, as follows:

1. That Report JR 2012-01 be received as information;
2. That Township staff be authorized to participate in the Technical Advisory Committee for the project and provide further comments on technical matters to the Region, and report back to Council where appropriate;
3. That the Township of King supports the undertaking and completion of the Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study with the scoped work plan to investigate Highway 400 Interchange Alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9;
4. That the Township of King urges the Regional Municipality of York to expand the study scope and boundaries to ensure that continuous alternative east-west corridors are identified and established in the central part of the Region from Highway 404 to westerly boundary of York Region and Peel Region in an effort to maximize road network connectivity and travel options;
5. That the Township of King supports the efforts of the Regional Municipality of York to identify and plan for diversion of commuter traffic away from King Road through King City
6. That the Township of King urges the Regional Municipality of York to consider all types of transportation improvements within the study area, including expanded transit services;
7. That the Township of King requests the Region to consider the York-Simcoe boundary and the York-Peel boundary area transportation needs and the effects of transportation demand increases from the neighbouring municipalities on road congestion in King Township;
8. That staff from the Regional Municipality of York be requested to make a further presentation to the Township of King Council prior to the completion of final Study Report and prior to the Final Study report being brought forward to Regional Council;
9. That the Clerk send a copy of this report and the adopted recommendations to the Regional Municipality of York , City of Vaughan, Town of Richmond Hill, Town of Aurora, Town of Newmarket, Town of East Gwillimbury, Town of Bradford West Gwillimbury, County of Simcoe, and the Ministry of Transportation.

KATHRYN SMYTH
CLERK

TOWNSHIP OF KING

DATE: January 16, 2012
TO: Committee of the Whole
FROM: Engineering & Public Works Department and Planning Department
SUBJECT: Joint Report Number JR 2012-01
Mid-York East-West Transportation Improvements Study

1. RECOMMENDATIONS

The Engineering & Public Works Department and Planning Department respectfully submit the following recommendations:

1. That Report JR 2012-01 be received as information;
2. That Township staff be authorized to participate in the Technical Advisory Committee for the project and provide further comments on technical matters to the Region, and report back to Council where appropriate;
3. That the Township of King supports the undertaking and completion of the Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study with the scoped work plan to investigate Highway 400 Interchange Alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9;
4. That the Township of King urges the Regional Municipality of York to expand the study scope and boundaries to ensure that continuous alternative east-west corridors are identified and established in the central part of the Region from Highway 404 to westerly boundary of York Region and Peel Region in an effort to maximize road network connectivity and travel options;
5. That the Township of King supports the efforts of the Regional Municipality of York to identify and plan for diversion of commuter traffic away from King Road through King City
6. That the Township of King urges the Regional Municipality of York to consider all types of transportation improvements within the study area, including expanded transit services;
7. That the Township of King requests the Region to consider the York-Simcoe boundary and the York-Peel boundary area transportation needs and the effects of transportation demand increases from the neighbouring municipalities on road congestion in King Township;

8. That staff from the Regional Municipality of York be requested to make a further presentation to the Township of King Council prior to the completion of final Study Report and prior to the Final Study report being brought forward to Regional Council;
9. That the Clerk send a copy of this report and the adopted recommendations to the Regional Municipality of York, City of Vaughan, Town of Richmond Hill, Town of Aurora, Town of Newmarket, Town of East Gwillimbury, Town of Bradford West Gwillimbury, County of Simcoe, and the Ministry of Transportation.

2. **PURPOSE**

This report provides a progress update on the *Mid-York East-West Transportation Improvements Feasibility and Preliminary Engineering Study* being carried out by the Regional Municipality of York.

3. **BACKGROUND & ANALYSIS**

The Region's Official Plan adopted by Council (December 2009) and the Region's approved Transportation Master Plan identify the need for a study of a mid-York east-west transportation corridor to address road capacity and connectivity issues in the central part of York Region to service forecast travel demand.

Section 7.2 Policy #44 of the Region's Official Plan identifies the following policy of Regional Council:

To investigate establishing a continuous alternative east-west corridor(s) in the central part of the Region.

Section 6.1.2 (3) the Region's approved Transportation Master Plan (TMP) states:

...this study will examine the arterial road capacity requirements to serve current and future east-west travel demand between Highway 400 and Highway 404 and the potential to address traffic relief on King Road through King City.

Section 6.3 of the TMP identifies road network issues and includes the following recommendations for major road network improvements in this corridor:

Mid-York East-West Corridor and King Vaughan Road Improvements – add two additional arterial lanes of capacity between Highway 400 and Bathurst Street, and further study of travel demand needs in the corridor.

In June 2010 Region of York Council authorized Region staff to proceed with a feasibility and preliminary engineering study to investigate Highway 400 interchange alternatives and associated east-west road improvements in the corridor north of Teston Road and south of Highway 9. The main objectives of the Region's engineering study are to provide improved access to Highway 400 in the central part of York Region and reducing congestion through King City. Following completion of the feasibility and preliminary engineering study, Region staff were directed to report back to Regional Council on the results of the study and a strategy for moving forward with an Environmental Assessment for the mid-York east-west transportation corridor improvement.

At the present time, the Township of King does not have a Transportation Master Plan to guide local road network planning within the Township or to guide capital improvements to the existing road network.

Creation of a Technical Advisory Committee

Technical Advisory Committee meetings were held in June and October 2011, and included representatives from King Township, Vaughan, Aurora, Newmarket, Richmond Hill, Ministry of Transportation, Ministry of Natural Resources, Toronto and Region Conservation Authority and Lake Simcoe Region Conservation Authority. The purpose of the June 21, 2011 Technical Advisory Committee meeting was to introduce the project to the Municipal and Agency stakeholders, present the study background and purpose, provide an overview of existing conditions in the study area, introduce the alternative interchange locations to be studied and assessment factors to be considered.

The second Technical Advisory Committee meeting was held on October 27, 2011 and included information on the effectiveness of each alternative in meeting travel demand and diverting traffic from King Road, a review of the detailed assessment of alternatives, results of the assessment related to feasibility/impacts associated with each alternative, preliminary recommendations for carry-forward alternatives and implications related to the GTA West Corridor.

Improving access to Highway 400 is a key issue in the study area

Highway 400 interchanges are widely and unevenly spaced in the central part of the Region particularly between Teston Road and Highway 9, a distance of 18 km (6 km between interchanges at Teston Road and King Road, 9 km between King Road and Lloydtown/Aurora Road and 3 km between Lloydtown/Aurora Road and Highway 9).

This is in contrast to the spacing of interchanges along Highway 404 in the central part of York Region, with typical spacing ranging from 2 km in the vicinity of urban areas to 4 km along more rural sections (2 km between interchanges at Green Lane, Davis Drive and Mulock Drive, 4 km between interchanges at Mulock Drive, Wellington Street, Bloomington Road, Stouffville Road and Elgin Mills Road).

In addition, the existing east-west road network in the central part of the Region includes a number of arterial and rural concession roads (Teston Road, Kirby Road, Stouffville Road/King-Vaughan Line, Bloomington Road/15th Sideroad, Lloydtown-Aurora Road, St. John's Sideroad/18th Sideroad, and Mulock Drive/19th Sideroad) which are discontinuous east of Bathurst Street. King Road and Highway 9 being the exception are consequently heavily relied upon for travel and goods movement.

Study focuses on technical feasibility of alternatives, potential environmental impacts and effectiveness in addressing travel demand

The Mid-York East-West Transportation Improvements Study includes the following key steps:

- Identify potential Highway 400 interchange locations from north of Teston Road to Lloydtown-Aurora Road.
- Identify existing conditions in the area and develop the preliminary design for each potential interchange and associated road improvements.
- Assess the impacts of each alternative on a wide range of factors including transportation effectiveness, design/technical issues, natural environmental impacts, archaeological, land use/socio-economic impact, cost, etc.
- Consult with Municipal and Agency stakeholders.
- Identify feasible alternatives to be carried forward to the EA phase.

The findings of this Study will assist in formulating a strategy, in consultation with stakeholders, for moving forward to the Environmental Assessment stage.

Six alternative Highway 400 interchange locations and associated road improvements are being assessed

The six alternative Highway 400 interchange locations being assessed include:

- Kirby Road.
- King-Vaughan Road.
- 15th Sideroad (Bloomington Road).
- 16th Sideroad (Henderson Drive).
- 17th Sideroad (Wellington Street).
- 18th Sideroad (Lloydtown-Aurora Road/St. John's Sideroad).

For the purposes of the assessment in this Study, each option assumes improvements to provide for a 4-lane capacity east-west roadway from Weston Road to Bathurst Street.

At the Technical Advisory Committee meeting #2, the Region and their consultant provided the preliminary findings and draft recommendations for the six alternative Highway 400 interchange locations:

- King-Vaughan Road recommended to be carried forward

- 15th Sideroad recommended to be carried forward.
- Kirby Road is recommended to be carried forward for limited consideration.
- 16th Sideroad not recommended to be carried forward
- 17th Sideroad are not recommended to be carried forward
- Final recommendation for 18th Sideroad is subject to further consideration regarding MTO's planned reconstruction of the Lloydtown-Aurora Road interchange.

4. FINANCIAL IMPLICATIONS

There are no financial implications arising from the recommendations made in this report. The Staff time and resources necessary to participate in the Technical Advisory Committee can be accommodated within the existing staff compliment and budgets.

Staff advise Council that resources associated with participating on the Technical Advisory Committee for this project and similar Environmental Assessment projects, such as the King Road EA from Highway 27 to Highway 400, involve mainly staff time. In the event that Council requires additional expertise in the form a third party peer-review of the study findings, additional budget and resources would be required.

Staff will report back to Council on the resources necessary and the funding sources available to undertake a Transportation Master Plan to guide local road network planning within the Township and to guide capital improvements to the existing road network.

5. ATTACHMENTS

Attachment 1 – January 11, 2012 Report to the Region of York Transportation Services Committee

Prepared and Submitted by:



Michael Cole, C.E.T., BAS
Manager of Engineering

Reviewed by:



Stephen Kitchen, BES
Director of Planning

Reviewed by:



Robert Flindall, P.Eng.
Director, Engineering and Public Works