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NASHVILLE ROAD
CITY OF VAUGHAN

The Transportation and Works Committee recommends:

- 1. that the communication from Paul Godin, KARA/Nashville Road Residents Traffic Sub Committee, dated January 3, 2007, regarding ‘Nashville Road Concerns and Update’, be received; and**
- 2. that the recommendations contained in the following report, January 23, 2007, from the Commissioner of Transportation and Works, be adopted subject to the addition of the following recommendation:**
- “4. Staff prepare a report outlining the potential for traffic control measures on Nashville Road, including:**
 - i) the reduction of speed limits;**
 - ii) the installation of all-way stops at certain intersections; and**
 - iii) the posting of truck routes to redirect traffic to Rutherford Road.”**

1. RECOMMENDATIONS

It is recommended that:

1. The jurisdictional ownership of Nashville Road (Y.R. 49), between Highway 27 (Y.R. 27) and Highway 50, remain with the Region.
2. Staff prepare a report, at an appropriate stage of the Western Vaughan Arterial Road Improvements – Individual Environmental Assessment, on the potential transfer of Nashville Road (Y.R. 49), between Highway 27 (Y.R. 27) and Highway 50 to the City of Vaughan.
3. The Regional Clerk forward this report to the Clerk of the City of Vaughan.

2. PURPOSE

This report is to consider the possible transfer of Nashville Road, between Highway 27 and Highway 50, from the Region to the City of Vaughan.

3. BACKGROUND

On September 6, 2006, the Region’s Transportation and Works Committee endorsed a motion to consider transferring ownership of Nashville Road to the City of Vaughan. On

October 19, 2006, Regional Council directed staff to discuss the issue with City of Vaughan staff and to report the findings to Regional Council in early 2007.

Nashville Road is a two-lane roadway between Highway 27 and Highway 50 that carries approximately 10,600 vehicles per day (*see Attachment 1*). There are approximately 40 homes in the Nashville community, over a three kilometre road section between Huntington Road and Highway 27, with direct driveway access to Nashville Road (*see Attachment 2*). Residents of the area have expressed concerns regarding high volumes of truck traffic and other traffic related issues.

Several studies have been completed on this section of road including speed studies, truck studies and video observation. As a result of these studies, additional warning signs have been installed and the posted speed limit has been reduced (*see Attachment 2*). Reports on these matters were prepared and presented to the Transportation and Works Committee and endorsed by Regional Council.

Nashville Road performs the function of a Regional arterial road which includes accommodating all types of traffic, including trucks. As a Regional arterial road, it is not recommended that trucks be restricted.

4. ANALYSIS AND OPTIONS

On June 23, 2005, Regional Council adopted a “Road Assumption Policy” which outlines criteria to either accept a local roadway into the Regional road system or to transfer a roadway to a local municipality. The criteria include areas of service, connection to other municipal or provincial highways, and volume of traffic. This process provides an objective standardized approach for assessing potential roadway transfers.

Regional staff met with staff from the City of Vaughan to discuss the possibility of transferring this section of road to the City and jointly apply the road assumption criteria. The results of the discussion and application of the assumption criteria revealed that Nashville Road between Highway 27 and Highway 50 met the characteristics of a Regional arterial road (*see Attachment 3*).

4.1 Truck Traffic on Nashville Road

A study was conducted on August 10, 2006 to obtain the origin and destination of heavy trucks. Observations were conducted at the intersections of Major Mackenzie Drive and Highway 27; Nashville Road and Highway 27; and Nashville Road and Highway 50, during the typical evening peak traffic hours of 4:00 p.m. to 6:00 p.m.

During these studies, it was determined that the majority of truck traffic on Nashville Road originates from Major Mackenzie Drive east of Highway 27. Forty-seven trucks travelled westbound on Major Mackenzie Drive east of Highway 27, then north on Highway 27 to continue westbound on Nashville Road. At the intersection of Nashville

Road and Highway 27, 50 trucks made a northbound left turn and 10 trucks completed a southbound right turn totalling 60 heavy trucks travelling westbound on Nashville Road.

At the intersection of Nashville Road and Highway 50, during the same time period, 20 trucks made a southbound left turn and 7 trucks completed a northbound right turn totalling 27 heavy trucks travelling eastbound on Nashville Road.

Based on the current total traffic volumes, heavy trucks account for approximately 5.1% of the 10,600 vehicles (AADT) on Nashville Road. Heavy truck traffic throughout the entire Regional road network averages at approximately 7%.

Major Mackenzie Drive, west of Highway 27 is a narrow winding road with a substandard road base which is structurally inadequate to carry such heavy truck traffic. Heavy trucks are therefore restricted from this portion of Major Mackenzie Drive. If a truck restriction was implemented on Nashville Road, between Highway 27 and Highway 50, an alternate route for truck traffic would be required.

King Road is situated approximately six kilometres north of Nashville Road and Rutherford Road is situated approximately four kilometres south of Nashville Road. Both are Regional roads that provide unrestricted east-west routes between Highway 27 and Highway 50. These routes may be effective for some trucks; however, are not always viable options due to the long travel distance and time required to avoid Nashville Road. Typically, trucks will not travel an indirect route to get to their ultimate destination.

At this time, it is not practical to transfer Nashville Road to the City of Vaughan. As noted above, Regional staff have conducted speed studies, truck assessments, video observations and reviewed signage along Nashville Road. Staff will continue to monitor this section of roadway and make adjustments as required.

4.2 Transportation Network Improvement Now Being Considered

There is currently a study underway regarding overall transportation improvements in the southwest portion of the City of Vaughan. On October 19, 2006, Regional Council endorsed a report authorizing consulting services to complete the Western Vaughan Arterial Road Improvements – Individual Environmental Assessment. Included in this study is the improvement of Major Mackenzie Drive between Highway 50 and Weston Road. In the future, this improvement will provide an alternate through-route for truck traffic.

Major Mackenzie Drive, between Highway 27 and Highway 50, is currently programmed for reconstruction in 2015. The outcome of the Individual Environmental Assessment may affect this construction schedule, however; it is recommended that Nashville Road remain a Regional road until an alternate truck route can be established.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report as this road section is already part of the Regional road system.

6. LOCAL MUNICIPAL IMPACT

Regional staff has met with City of Vaughan staff to discuss and evaluate the transfer of this section of Nashville Road to the City of Vaughan. City of Vaughan staff is aware this road section meets the criteria of a Regional road and also that Regional staff do not recommend a transfer of this road at this time.

7. CONCLUSION

Regional staff, in consultation with City of Vaughan staff, has investigated the feasibility of transferring jurisdictional ownership of Nashville Road, between Highway 27 and Highway 50, to the City of Vaughan. The results of the discussion and application of the assumption criteria reveal that Nashville Road between Highway 27 and Highway 50 meets the characteristics of a Regional arterial road and should remain as part of the Regional road system.

For more information on this report, contact Brian Harrison, Director, Operations, Roads Branch at extension 5205 in the Transportation and Works Department.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause are attached to this report.)