

**3**  
**TRAFFIC REGULATIONS AND ROAD DEDICATION**  
**NINTH LINE**  
**TOWN OF MARKHAM**

***(Regional Council at its meeting on March 29, 2007 referred the following Clause to the Commissioner of Transportation and Works for a further report after consulting with the Town of Markham.)***

**The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, February 23, 2007, from the Commissioner of Transportation and Works:**

**1. RECOMMENDATIONS**

It is recommended that:

1. The Road Consolidation By-law R-1107-96-126 be amended to include the Ninth Line (Y.R. 69), curving from the Ninth Line (Y.R. 69), south of Highway 407, to the east and south, crossing 14<sup>th</sup> Avenue (Y.R. 71) and proceeding south and west back to the Ninth Line (Y.R. 69), north of the CN crossing as shown on *Attachment 1* with this amendment taking effect when the Ninth Line (Y.R. 69) is complete and opened to traffic.
2. The traffic regulations covering Through-Highway designation and speed limits as outlined in Tables A and B in *Attachments 2 and 3* be made applicable for the Ninth Line (Y.R. 69).
3. The portion of the original Ninth Line (Y.R. 69), from the new alignment of Ninth Line (Y.R. 69) southerly for an approximate distance of 800 metres, to the north right-of-way limit of 14<sup>th</sup> Avenue (Y.R. 71), be transferred to the Town of Markham when the Ninth Line (Y.R. 69) is complete and opened to traffic.
4. The portion of the original Ninth Line (Y.R. 69), from the south right-of-way limit of 14<sup>th</sup> Avenue (Y.R. 71) for an approximate distance of 1,200 metres, to the new alignment of Ninth Line (Y.R. 69), be transferred to the Town of Markham when the Ninth Line (Y.R. 69) is complete and opened to traffic.
5. The existing “all way” stop at Ninth Line (Y.R. 69) and 14<sup>th</sup> Avenue (Y.R. 71) be rescinded and 14<sup>th</sup> Avenue (Y.R. 71) be designated as the Through Highway.
6. The Regional Solicitor prepare the necessary amendments to the by-laws.

7. The Regional Clerk forward this report to the Chief of Police and to the Clerk of the Town of Markham.

## **2. PURPOSE**

The new Ninth Line diverts from the existing alignment of Ninth Line in a south easterly direction, and intersects 14<sup>th</sup> Avenue approximately 700 metres east of the current intersection of Ninth Line and 14<sup>th</sup> Avenue. It then continues in a south easterly direction for approximately 800 metres to the Canadian National Rail line where the alignment of Ninth Line then changes to a south westerly direction as it parallels the rail line. The roadway then continues on a south west direction for approximately 1,100 metres where it re-connects with the existing alignment of the original Ninth Line.

With the future opening of the new Ninth Line, amendments to the Road Consolidation By-law R-1107-96-126 are required to define the road section, road name and Regional road number. In addition, the Regional traffic by-laws must now be amended to cover all traffic regulations applicable to this section of the Ninth Line.

## **3. BACKGROUND**

There is a large development taking place east of the existing Ninth Line between Highway 407 and the CN rail line in the Town of Markham. The area is known as the Box Grove Planning District. A key component of the development of these lands is the realignment of Ninth Line. The extent of the Box Grove Planning District is identified in Official Plan Amendment 92 and covers approximately 320 hectares including the hamlet of Box Grove. The planning for the Box Grove secondary plan commenced in 1998 and received approval from the Town of Markham in February 2000. After referral to the Ontario Municipal Board, the secondary plan was approved in the fall of 2003.

Included in this development is the construction of a new Ninth Line to take traffic off the existing Ninth Line and away from the hamlet of Box Grove. The new Ninth Line will be constructed to Regional arterial road standards and will replace the existing Ninth Line in the Regional road system. The existing Ninth Line will be transferred to the Town of Markham and renamed. The new Ninth Line is nearing completion and it is appropriate to dedicate the new road and apply the traffic by-laws.

For the traffic regulations on the new Ninth Line to be enforceable, they must be included in the Region's traffic by-laws. The regulations for these roadways are in accordance with the *Highway Traffic Act* and must now form part of the following Regional traffic by-laws:

- Through-Highway designation
- Speed limit

The amendments to the Region's traffic by-law are summarized in Tables A and B in *Attachments 2 and 3* appended to this report.

#### **4. ANALYSIS AND OPTIONS**

The following traffic regulations will take effect upon opening of each road section and must be adopted into the Regional by-laws:

- Through-Highway designation, Ninth Line from the south limit of Highway 7 and the north limit of Steeles Avenue.
- 60 km/hour, on the Ninth Line from the north limit of Steeles Avenue to 150 metres north of the north limit of 16<sup>th</sup> Avenue.

For these traffic regulations to be enforceable, they must be included in the Region's traffic by-laws. These regulations must now be adopted and the Regional by-laws amended to include all appropriate traffic regulations for these sections of Ninth Line. It is essential that all traffic regulations be incorporated into Regional traffic by-laws to enable York Regional Police to carry out enforcement.

Regional staff will carry out detailed operational assessments and review traffic operations, in both the winter and summer months, and make recommendations for any changes or the need to implement additional by-laws.

Currently, there is an "all way" stop control at the intersection of existing Ninth Line and 14<sup>th</sup> Avenue. Upon opening of the new Ninth Line, and as recommended in this report, 14<sup>th</sup> Avenue will become the through highway. At this location, and in accordance with the revised road network, old Ninth Line, under the jurisdiction of the Town of Markham, will not continue through and will become a cul-de-sac north and south of 14<sup>th</sup> Avenue. As traffic volumes on Ninth Line at this intersection will be substantially lower after Ninth Line becomes a cul-de-sac, an "all way" stop control will not be warranted and a "two way" stop control, for northbound and southbound traffic, will be implemented.

The transfer of the sections of Ninth Line, as described in Recommendation 3 and 4, have been discussed with Town of Markham staff and they concur with this road transfer.

## **5. FINANCIAL IMPLICATIONS**

The costs associated with the manufacturing and installation of additional signs are included in the 2007 Roads Budget and Business Plan.

## **6. LOCAL MUNICIPAL IMPACT**

The transfer of the existing sections of Ninth Line from 14<sup>th</sup> Avenue north approximately 800 metres, and from 14<sup>th</sup> Avenue south approximately 1,200 metres, has been discussed with Town of Markham staff. The Town of Markham is in agreement with the transfer and will be responsible for the operation and maintenance of these sections of Ninth Line after the transfer.

## **7. CONCLUSION**

With the future opening of the new Ninth Line, from the existing alignment of Ninth Line through to 14<sup>th</sup> Avenue, continuing in a south easterly direction to parallel the Canadian National Rail line, and ultimately re-connecting with the existing alignment of the original Ninth Line, amendments to the Road Consolidation By-law R-1107-96-126 are required.

The Regional traffic by-laws must be amended to include all appropriate traffic regulations. It is essential that all traffic regulations be incorporated into Regional traffic by-laws. These amended by-laws will allow York Regional Police and Municipal Enforcement Officers to enforce the current posted traffic regulations.

Regional staff will carry out detailed operational assessments and review traffic operations on these sections of roadway and make recommendations for any changes or the need to implement additional by-laws.

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.)*