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COORDINATED ROAD NETWORK PLAN FOR NORTHERN YORK REGION

The Transportation Services Committee recommends the adoption of the recommendation contained in the following report dated May 28, 2010, from the Commissioner of Transportation Services and the Commissioner of Planning and Development Services.

1. RECOMMENDATION

It is recommended that:

1. The Regional Clerk forward a copy of this report to the Clerks of King Township, Towns of Georgina, East Gwillimbury, Newmarket, Bradford West Gwillimbury and Simcoe County.

2. PURPOSE

This report provides an update to Committee and Council on the planned road network improvements and needs for northern York Region in response to a request made by Transportation Services Committee in December 2009. Staff will be available to make a presentation as part of this report.

3. BACKGROUND

Committee requested staff to report back on the road network plan for northern York Region

At the December 2, 2009 Transportation Services Committee, staff presented an update on the status of the Class Environmental Assessment (EA) project for Bathurst Street from Green Lane West to Yonge Street. Following the presentation, staff were requested to report back on the road network plan for northern York Region. The request was that Regional staff provide a presentation and report in the first half of 2010 that shows the Master Plan for all transportation linkages, both local and regional, at the terminus of the Bathurst Street extension.

Completed on-going local studies are coordinated between the Region and local municipalities

Regional Council approved the York Region Transportation Master Plan (TMP) Update in November 2009 which identified the short, medium and long term transportation needs in the Region. The Master Plan was part of a coordinated process and provided input to

the new Regional Official Plan adopted in December 2009. In addition, local municipal transportation planning studies including the East Gwillimbury Transportation Master Plan are coordinated with the Region's TMP Update. A final draft version of the East Gwillimbury Transportation Master Plan was released to the public and stakeholders for a 30 day review period on March 19, 2010.

The Region also has a 10-Year Roads Construction Program which is reviewed and updated annually for project priorities. The 2010 10-Year Roads Construction Program and future programs obtain input from the TMP and local municipal studies to program transportation improvement projects and their schedules.

The transportation planning studies considered the potential growth in northern York Region and Simcoe County

One of the key factors necessitating an update to the Transportation Master Plan Update was the Provincial Growth Plan and anticipated growth in the East Gwillimbury area. The Transportation Master Plan Update and local studies reflect the potential population and employment forecasts in northern York Region. In addition, Simcoe County growth forecasts were incorporated in the assessment of future transportation demand and needs.

4. ANALYSIS AND OPTIONS

Provincial, Regional and local road projects were identified in the transportation plans for northern York Region

The Region's Transportation Master Plan Update has been adopted and East Gwillimbury's Transportation Master Plan is in final draft form. The Town of Georgina is also completing its Sutton/Jackson's Point Secondary Plan. Staff from the Region and local municipalities worked together and provided coordination in the information review and sharing of these studies.

With the high degree of coordination in the development of the Regional and local transportation plans, the recommended major road improvements are common. Shown in *Attachment 1*, the following list of key road improvement projects was identified:

Provincial Roads

- Highway 404 Extension north of Green Lane
- Highway 404 HOV lanes from Highway 7 to northern York Region
- Bradford Bypass

York Region Roads

- Bathurst Street missing link
- 2nd Concession Road improvements

- Doane Road improvements
- Queensville Sideroad improvements
- Woodbine Avenue reconstruction and widening
- Baseline Road improvements between Dalton Road and McCowan Road
- Yonge Street corridor transit improvements
- Green Lane and Leslie Street transit priority improvements

Local Roads

- East-West Collector Road parallel to and north of Green Lane extending from Bathurst Street to Woodbine Avenue
- North-South Collector Road extending from Green Lane to Doane Road between 2nd Concession Road and Leslie Street
- Harry Walker Parkway Extension north of Green Lane
- Sharon East Employment Collector providing connection from Mt. Albert Road to Doane Road
- Thompson Drive Extension from the Sharon East Employment Collector to 2nd Concession serving as an east-west alternate to Doane Road and Mt. Albert Road
- North Queensville Ring Road north of Queensville Sideroad serving future employment lands
- Queensville mid-block collector road crossing Highway 404 Extension

Table 1 summarizes the implementation status of the Regional and Provincial projects. Further details are provided below.

Table 1
Status of Key Road Projects in Northern York Region

Project	Status
Bathurst Street missing link	• Feb 2010 – PIC #3 • May 2010 – ESR filing • 2012 Construction
2 nd Concession Road improvements	• Fall 2010 – ESR filing • 2014 Construction
Doane Road improvements	• Spring 2011 – ESR filling • 2015 Construction
Queensville Sideroad improvements	• Part of Hwy 404 interchange work • 2013 Construction

Woodbine Avenue reconstruction and widening	• April 2010 – Primary construction works commenced • Spring 2012 – Road widening completion and restoration
Baseline Road improvements	• 2021 – Planned in TMP Update • Subject to area development and Secondary Plan
Yonge Street corridor transit improvements	• Various stages
Highway 404 Extension	• Green Lane to Ravenshoe section construction completion in 2012 • Extension north of Ravenshoe not in Provincial Growth Plan

The Bathurst Street missing link Environmental Study Report was filed in May 2010 for a 30 day review period

The Class EA study for the Bathurst Street missing link project held its third Public Information Centre on February 23, 2010 to update local residents of the project status. On April 26, 2010, King Township Council endorsed the project with an amendment that the Region will continue to work with the residents and the Township to reduce environmental impacts and mitigate any damages. The Environmental Study Report (ESR) was filed in May 2010 for a 30 day review period. The 2010 10-Year Roads Construction Program has scheduled the construction of this project for 2012.

The 2nd Concession EA is scheduled for its second Public Consultation Centre in June 2010

The 2nd Concession Road Class EA is for the section from Green Lane to Queensville Sideroad. The project held its first Public Consultation Centre in May 2009 and presented a recommendation to widen 2nd Concession to 4 lanes between Green Lane and Doane Road, and reconstruction of the existing 2 lanes between Doane Road and Queensville Sideroad. On-street bike lanes in the urban section and paved shoulders in the rural section will be considered on both sides of the road as well as sidewalks. The second Public Consultation Centre is planned for June 2010 and the ESR is planned to be filed in Fall 2010. Construction of the project is expected to begin in 2014 as programmed in the current 10-Year Construction Program.

The third Doane Road EA Public Consultation Centre is planned for summer 2010

The Doane Road Class EA covers the section between Yonge Street and Woodbine Avenue. The second Public Consultation Centre for the project was held on April 14, 2010, and a recommendation was presented to reconstruct and widen Doane Road along its existing alignment. The final recommendations would be subject to comments received during the public meeting. A third Public Consultation Centre is planned for Summer 2010 to confirm the preferred alternative based on input from the public and stakeholders, and develop preliminary design and mitigation strategies for the preferred alternative. The ESR is expected to be filed in Spring 2011 with construction scheduled to start in 2015 according to the current 10-Year Construction Program.

Woodbine Avenue construction is underway and expected to be completed by the end of 2011

The Woodbine Avenue construction between Ravenshoe Road and Morton Avenue includes the works related to a watermain, sanitary forcemains, road reconstruction, and road widening. The project has commenced its primary construction works after initiating site clearing, silt controls and signage. The watermain and sanitary forcemain components are expected to be completed in Summer 2011, while the road widening and site restoration works are expected to be completed in Spring 2012.

Rapid transit projects are planned and the Transit Priority Network improvements were identified in the Master Plans

The North Yonge Street Corridor Public Transit and Associated Road Improvements EA (December 2008) identified a median rapidway along two routes east of Yonge Street, one along Green Lane to the East Gwillimbury GO Station and the other along Davis Drive to the Southlake Regional Health Centre. It also included an interim stage along Yonge Street, from Davis Drive to Green Lane, where HOV lanes are proposed as a precursor to ultimate median rapidway. Associated road improvements including intersection turning lanes are included as part of the undertaking to address local traffic operational needs.

As part of the Region's TMP Update, Transit Priority Network improvements were identified for the sections of Green Lane from the East Gwillimbury GO Station to Highway 404, Leslie Street from Green Lane to Queensville Sideroad, and Queensville Sideroad east of Leslie. Transit Priority Network improvements can include measures such as HOV/transit lanes, queue jump lanes, and/or transit signal priority.

The Provincial highway improvements identified in the Master Plan are the Bradford Bypass and the Highway 404 Extension

The Bradford Bypass is a four lane expressway link in northern York Region connecting Highway 400 and Highway 404. It is currently not in the Province's Growth Plan or Metrolinx's Regional Transportation Plan (RTP). However, it has been identified in the Official Plans of Bradford-West Gwillimbury, Simcoe County, East Gwillimbury and York Region. An Environmental Assessment was approved in 2002 and the Ontario Ministry of Transportation has designated the alignment as a controlled access highway.

The Highway 404 Extension from Green Lane to Ravenshoe Road is currently under construction and the Province has scheduled it for completion at the end of 2012. The Highway 404 Extension north of Ravenshoe Road is currently not in the Province's Growth Plan or Metrolinx's RTP. However, it is identified as a long term need in the Region's TMP Update to serve seasonal/recreational traffic and goods movement. An Environmental Assessment was approved and the Ontario Ministry of Transportation has designated the alignment as a controlled access highway.

The coordinated plans advocate for the Bradford Bypass and Highway 404 Extension as key infrastructure for accommodating future travel demand in northern York Region and beyond

The Bradford Bypass and Highway 404 Extension north of Ravenshoe Road are key infrastructure projects to divert inter-regional traffic and relieve significant pressure on Regional and municipal roads. They can serve as inter-regional corridors for goods movement and help complete a comprehensive network of expressway bus services. Although these two facilities have not been identified as priorities of the Provincial government at this time, the Official Plans of York Region, the Town of East Gwillimbury, Simcoe County and Town of Bradford West Gwillimbury all support the Bradford Bypass. York Region has advocated for a revision to the Province's Growth Plan to include the Bradford Bypass given its importance as an inter-regional link and since it has been recognized as part of the Simcoe Area Growth Plan approved by the Province.

5. FINANCIAL IMPLICATIONS

There are no direct financial implications associated with this report. The Regional road projects identified are prioritized as presented in Table 1 except for Leslie Street and Green Lane which are recommended for improvement by 2021 in the Transportation Master Plan Update.

6. LOCAL MUNICIPAL IMPACT

The Region will see a significant amount of growth in its northern areas, particularly in the Town of East Gwillimbury and additional transportation infrastructure is vital to successful growth management. The Region in coordination with local area municipalities has developed road network plans to identify and phase appropriate transportation infrastructure improvements to accommodate the increasing travel demands in Newmarket, East Gwillimbury, and Georgina.

7. CONCLUSION

A number of transportation planning studies have been completed by the Region and its local area municipalities. These studies identified a set of common Provincial, Regional and Local transportation improvement projects to address future travel demands in northern York Region. With significant growth expected in the Town of East Gwillimbury area, York Region's arterial road projects such as the Bathurst Street missing link, 2nd Concession Road improvements, Doane Road improvements, as well as transit priority corridor improvements such as Yonge Street, Green Lane, Leslie Street, and Queensville Sideroad become critical links in providing transportation network capacity. In addition, the Bradford Bypass and Highway 404 Extension are key projects in serving inter-regional travel and will provide relief to Regional and local roads in the future.

For more information on this report, please contact Loy Cheah, Director, Infrastructure Planning at Ext. 5024.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)

Major Road Projects Planned for Northern York Region

Legend

Provincial Projects

York Region Projects

East Gwillimbury Projects

