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STATUS UPDATE
ROAD IMPROVEMENTS FOR KING ROAD
HIGHWAY 27 TO HIGHWAY 400, TOWNSHIP OF KING

The Transportation Services Committee recommends the adoption of the recommendation contained in the following report dated August 8, 2012, from the Commissioner of Transportation and Community Planning.

1. RECOMMENDATION

It is recommended that this report be received for information.

2. PURPOSE

This report outlines changes to the project for improvements to King Road from Highway 27 to Highway 400, and advises of the deferral of improvements to the entire corridor to beyond 2021 based on the findings of the Environmental Assessment study and staff review.

3. BACKGROUND

A Class Environmental Assessment for improvements to King Road between Highway 27 and Highway 400 was initiated in 2011

The 2009 Transportation Master Plan identified the need for capacity improvements for this section (s*ee Attachment 1*) of King Road. In the spring of 2011, a Class Environmental Assessment study was initiated.

A Public Consultation Centre (PCC) was held in November 2011 to present the preliminary findings of the study. A number of issues were raised at the PCC including questions about the need to widen King Road, requests to improve traffic operations at the intersections of King Road/Highway 27 and King Road/ Weston Road and the need for a bypass of Nobleton.

4. ANALYSIS AND OPTIONS

Traffic volumes on King Road are not projected to exceed the capacity of the existing two-lane road until after 2021

Current traffic projections show that widening to four lanes will be required before 2031, therefore this section of King Road does not need to be widened for the next 10 to 20 years.

By 2021, however, existing congestion and traffic delays on sections of King Road within the urban area of Nobleton, will continue to increase.

Traffic operational problems have been identified at specific intersections along King Road

While the long term traffic projections indicate a need to widen to four lanes by 2031, there are current capacity problems at the King Road/Highway 27 and King Road/Weston intersections.

Staff have also identified sight line and other geometric problems at the King Road intersections with 7th Concession, Mill Road, and 8th Concession.

Future infrastructure initiatives in the area may further defer the need for major transportation improvements along King Road

The Ministry of Transportation (MTO) is undertaking the *GTA West Corridor Study* to investigate the need and alignment for a major east-west highway connecting Guelph to Vaughan. The corridor would terminate at Highway 400 to the south of King Road near King-Vaughan Line. The results of this work could impact projections for future traffic volumes on King Road.

York Region is also undertaking the *Mid-York East-West Transportation Improvements Study*. Although the study area for this project is to the east of Highway 400, the recommended improvements may also impact future traffic patterns on this section of King Road.

Necessary intersection improvements at the King Road intersections at Highway 27 and Weston Road will be completed in the short term

While the entire section of King Road between Highway 27 and Highway 400 does not need to be widened at this time, there are existing operational issues at the King Road/Highway 27 and King Road/Weston Road intersections that can be improved. Intersection locations are shown in *Attachment 2.*

Moving forward, staff analysing this road will focus on addressing short-term intersection-specific improvements intended to improve traffic congestion on King Road and defer the need for more significant improvements. Work will begin shortly on the design for improvements to the intersections of King Road/Highway 27 and King Road/Weston Road. Construction timelines and budget for the improvements will be identified through the 2013 budget process.

Staff will also plan for longer term improvements to the King Road intersections at 7th Concession, Mill Road and 8th Concession through the 2013 budget process with the goal of improving sightlines and geometric problems at these intersections.

This approach is consistent with the department's initiative to identify operational improvements such as signal timing changes or intersection geometry improvements which can be implemented in the near term to address transportation problems and defer the need for larger scale and longer term road capacity projects.

The Class Environmental Assessment study work for the whole corridor does not have to be completed at this time

The initial phase of the Class Environmental Assessment was to review and confirm the need to widen this entire road section, to ensure that the improvements being considered were indeed required. The study findings indicate the road does not need to be widened until after 2021. As a result, the current Class Environmental Assessment study does not need to be completed and attention will be focused on undertaking short-term intersection improvements.

The proposed short-term intersection improvements will include the provision of exclusive turn lanes where possible. These improvements are classified as Schedule "A+" projects in the Municipal Class Environmental Assessment process. Schedule "A+" projects are deemed to be pre-approved and no further environmental studies are required.

Formal communication will be sent to all the stakeholders and involved agencies to provide an update.

Traffic operations on King Road, from Highway 27 to Highway 400 will continue to be monitored to identify if or when corridor improvements are required

Staff will monitor traffic operations on King Road over the next several years, as well as the progress of the other studies whose results may affect traffic patterns over the long term. The findings of the monitoring will be used to determine if or when improvements to the corridor are required.

5. FINANCIAL IMPLICATIONS

There are no financial implications related to this information report.

The design of intersection improvements at the King Road intersections at Highway 27 and Weston Road will be completed within the budget of the current Class Environmental Assessment assignment. Funding for the design and construction of improvements at the King Road intersections at 7th Concession, Mill Road, and 8th Concession will be considered as part of the 2013 budget process.

6. LOCAL MUNICIPAL IMPACT

A presentation regarding the new direction of the project was made to the Township of King Council on July 9, 2012. The Township of King Council was supportive of the changes in the project. The main issue raised was that the Region should consider by-passes of King Road around both King City and Nobleton. Staff advised that the request would be considered during the next update of the Transportation Master Plan.

Short term improvements to the intersections of King Road and Highway 27, and King Road and Weston Road will improve traffic flows along this important arterial road in the Township of King.

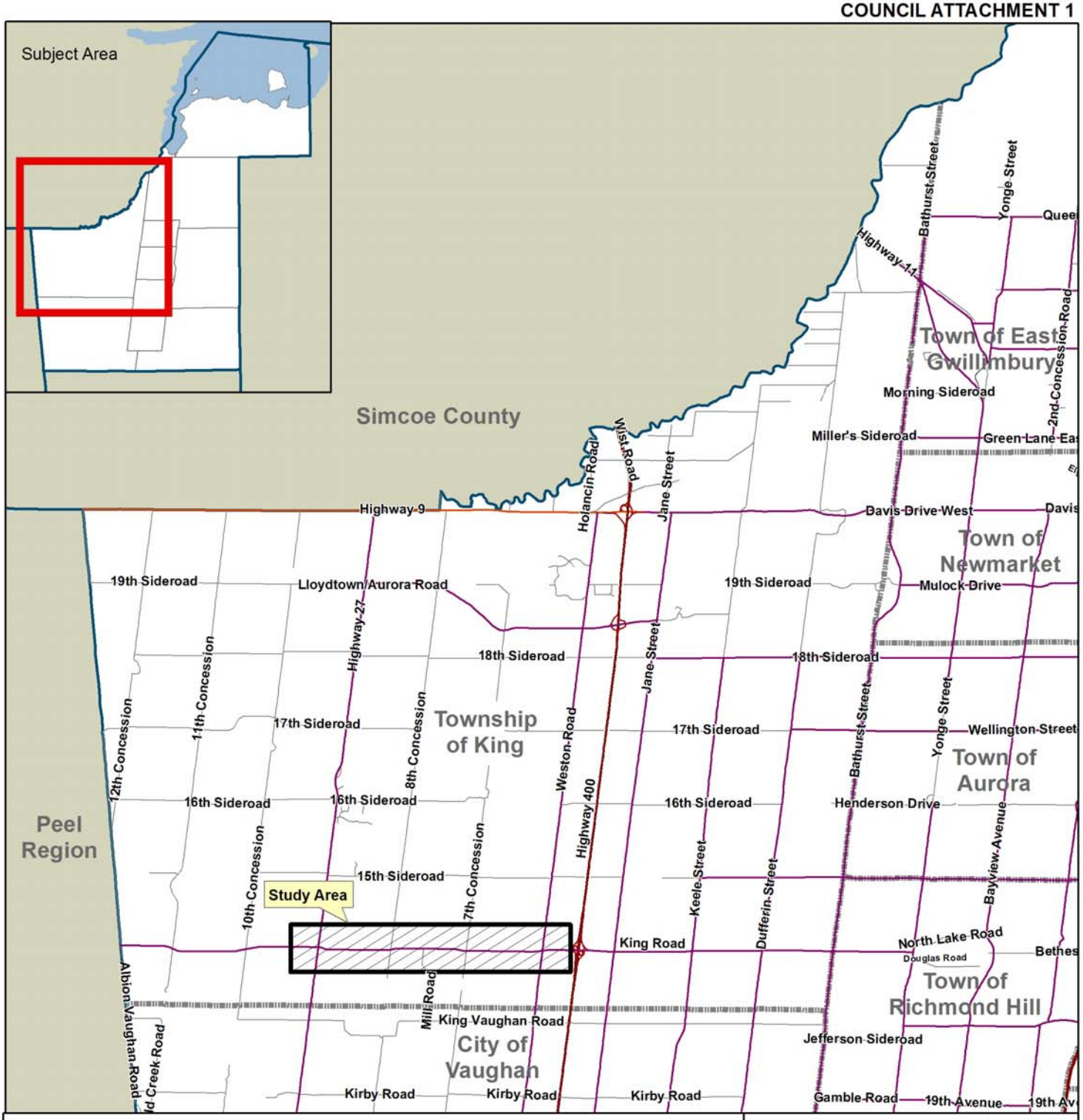
7. CONCLUSION

King Road, from Highway 27 to Highway 400, does not require widening until sometime between 2021 and 2031. Accordingly, staff are shifting the focus of this project to undertaking intersection improvements that are required in the short term to improve capacity at the King Road/Highway 27 and King Road/Weston Road intersections.

For more information on this report, please contact Brian Titherington, Director, Roads at Ext. 5901.

The Senior Management Group has reviewed this report.

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



King Road (Y.R. 11) from Highway 27 to Highway 400, Township of King

Status Update - Road Improvements for King Road, Highway 27 to Highway 400, September 5, 2012

York Region

Produced by: Capital Delivery
Branch Name: Roads Branch
Department Name: Transportation and Community Planning

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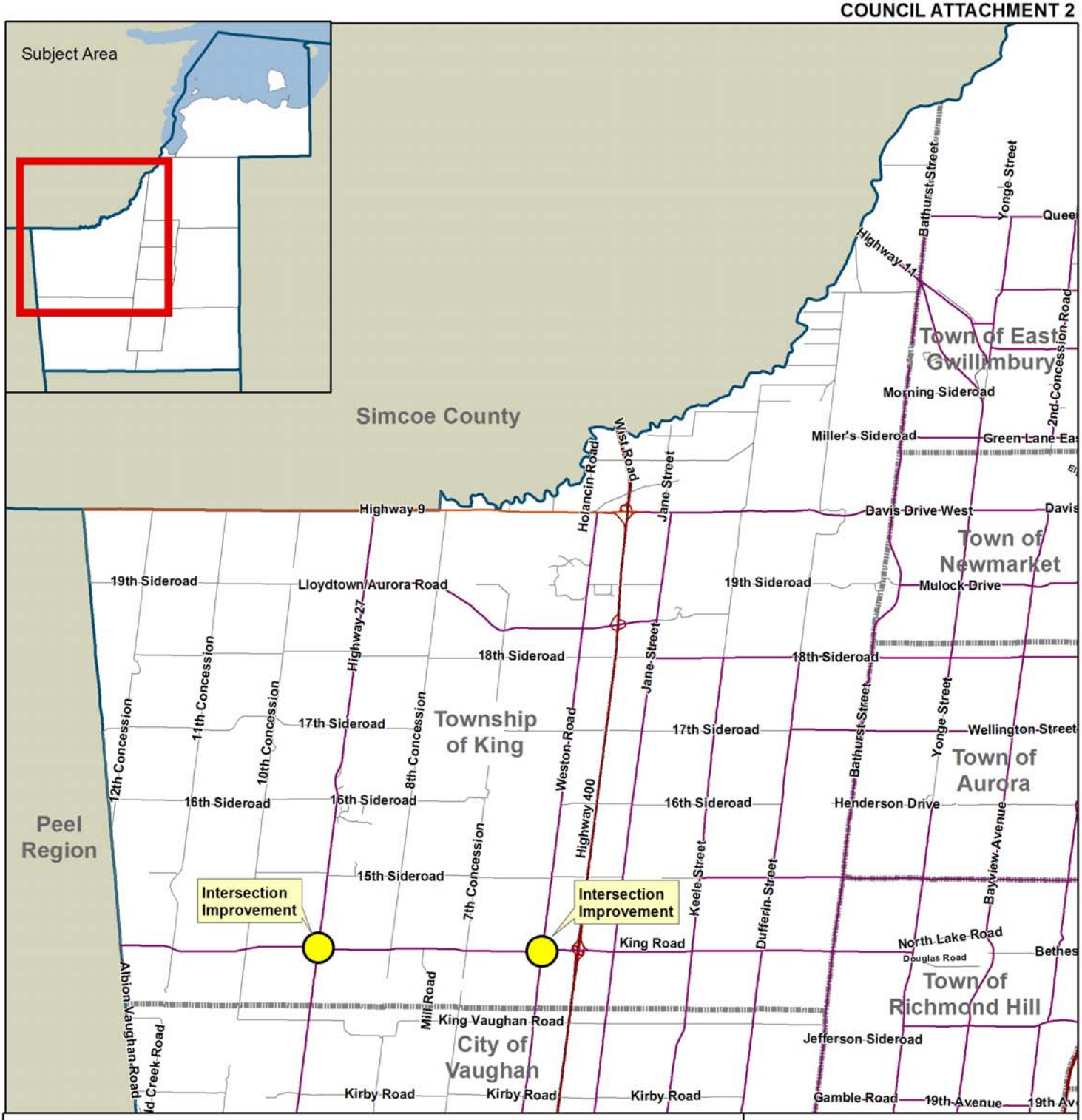
0 2,500 5,000 m

Legend

- Provincial Highway
- Regional Road
- Municipal Boundary
- Regional Boundary
- Study Area

COUNCIL ATTACHMENT 2



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Legend

- Provincial Highway
- Regional Road
- Municipal Boundary
- Regional Boundary
- Intersection Improvement