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CITY OF VAUGHAN MUNICIPAL ROAD ASSUMPTION REQUEST

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated October 15, 2012, from the Commissioner of Transportation and Community Planning with the following amendment to recommendation 1:

- 1. Staff be authorized to work with the City of Vaughan to have King-Vaughan Road, from Pine Valley Drive to Bathurst Street, transferred into the York Region road network once additional maintenance yard space is secured to service the road, property owners abutting the road have been informed of the transfer by the City of Vaughan and the issue of noise mitigation for properties abutting the road has been addressed.**

1. RECOMMENDATIONS

It is recommended that:

1. Staff be authorized to work with the City of Vaughan to have King-Vaughan Road, from Pine Valley Drive to Bathurst Street, transferred into the York Region road network once additional maintenance yard space is secured to service the road.
2. The Regional Solicitor prepare the necessary amendment to the Road Consolidation By-Law R-1107-96-126 to include King-Vaughan Road from Pine Valley Drive to Bathurst Street once the transfer has been finalised.
3. A final decision on Vaughan's request to transfer sections of Kirby Road and Pine Valley Drive be deferred until the future role and function of these roads are confirmed within the context of ongoing transportation network planning in the area including the GTA West Corridor EA and mid-York east-west transportation improvements.
4. A copy of this report be forwarded by the Regional Clerk to the City of Vaughan.

2. PURPOSE

This report considers the City of Vaughan's municipal road transfer request that York Region assume the following roads into the Regional road network:

- King-Vaughan Road from Pine Valley Drive to Bathurst Street,
- Kirby Road from Highway 27 to Dufferin Street, and

- Pine Valley Drive from King-Vaughan Road to Teston Road.

A copy of the City of Vaughan Municipal Road Transfer Request is included in *Attachment 1*.

3. BACKGROUND

Regional Road Assumption Policy was approved by Council in June 2005

Regional Council at its meeting of June 23, 2005 adopted a report from the Transportation and Works Committee specifying criteria to be used when considering the transfer of a road either from the local municipality to the Region or from the Region to the local municipality. The June 2005 Regional Road Assumption Policy was developed in consultation with local municipalities and is included in *Attachment 2*.

Since the adoption of the June 2005 Policy, four roads have been transferred to the Region from local municipalities

Four roads have been transferred to the Region since the adoption of the June 2005 Policy. These roads include:

1. 15th Sideroad from Bathurst Street to Keele Street (May 2010, Township of King).
2. 18th Sideroad from Bathurst Street to Dufferin Street (May 2010, Township of King).
3. 2nd Concession from Green Lane to Queensville Sideroad (February 2006, Town of East Gwillimbury).
4. Warden Avenue from Ravenshoe Road to Baseline Road (February 2006, Town of Georgina).

One road has been transferred from the Region to a local municipality since the adoption of the June 2005 Policy

Eagle Street from Yonge Street to Leslie Street was transferred from the Region to the Town of Newmarket in September 2005 because the road is functioning as a collector road which is more of a local than a regional function.

4. ANALYSIS AND OPTIONS

City of Vaughan proposed road transfers were assessed against the Regional Road Assumption Criteria

Table 1 presents the detailed assessment of King-Vaughan Road, Kirby Road and Pine Valley Drive against the criteria listed in the Regional Road Assumption Policy for rural areas.

In each case, the assessment considered the existing role and function of these roads as well as ongoing planning and potential evolution of the area road network. (A map of the area road network is included in *Attachment 3*)

Table 1
Initial Assessment of Municipal Road Transfer Request

Assessment Criteria	Assessment results		
	King-Vaughan Road	Kirby Road	Pine Valley Drive
Connects designated rural settlements, having existing major commercial/industrial development of more than 150 persons, to each other and a Regional road or Provincial Highway	No	No	No
Connects a Provincial Highway or Regional road to: a. Provincial Highway b. Major commercial and industrial areas c. Major institutional complexes such as colleges and hospitals.	Yes (Future) Does not currently satisfy this criteria, however, King-Vaughan Road is identified in the Transportation Master Plan as a critical connection between the road network and Hwy 400/GTA West.	Potentially (Future) Does not currently satisfy this criteria, however, Kirby Road has been identified as a carry-forward alternative for mid-York east-west transportation improvements should maximum connection to Hwy 400 at King-Vaughan Road not be achievable..	No
Provides service close to consistent major attractors or generators of heavy vehicles	Yes (Future) Does not currently satisfy criteria, however, King-Vaughan Road would directly service approved Hwy 400 North Employment Lands (Vaughan OPA 637).	Yes (Future) Does not currently satisfy criteria, however, Kirby Rd would directly service approved Hwy 400 North Employment Lands (Vaughan OPA 637).	No
Provides service parallel to and, where justified, crossing major barriers to free traffic movement	Yes Crosses over Hwy 400	Yes Crosses under Hwy 400	No

Table 1 (Continued)
Initial Assessment of Municipal Road Transfer Request

Assessment Criteria	Assessment results		
	King-Vaughan Road	Kirby Road	Pine Valley Drive
Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or Provincial Highway	No There is no direct connection between King-Vaughan Road and Stouffville Road.	No The missing road segment between Bathurst Street and Dufferin Street creates a discontinuity in the road corridor.	Yes Pine Valley Drive south of Teston Road is a Regional road.
Provides service on those roads which are extensions of roads designated as Regional or County Roads in neighbouring jurisdictions and to a Regional road or a Provincial Highway	No	No	No
Roads should have a current traffic volume greater than 4,000 annual average daily traffic (AADT)	Partial compliance Existing AADT from Bathurst Street to Jane Street ranges from 4200 to 6100. From Jane Street to Pine Valley Drive, AADT is around 2000.	Partial compliance Existing AADT from Dufferin Street to Jane Street ranges from 3800 to 5800. From Jane Street to Highway 27, AADT ranges from 2100 to 3000.	No Existing AADT is around 1500 vehicles.
Roads should be part of the original concession road grid.	Yes	Yes	Yes
Conclusions and Recommendations	Meets or partially meets 5 of the 8 criteria. York Region Transportation Master Plan has identified King-Vaughan Road as a critical road corridor. Recommended for transfer to York Region at this time.	Meets or partially meets 4 of the 8 criteria. Potential to satisfy one additional criteria in the future, depending on the outcome of ongoing area transportation planning. Not recommended for transfer at this time. Reconsider in the future once area transportation planning is complete.	Meets 2 of the 8 criteria. Not recommended for transfer at this time. Reconsider in the future once area transportation planning is complete.

King-Vaughan Road is recommended to be transferred into the Regional road network

There are a number of transportation planning initiatives in the area that will significantly affect the future role and function of King-Vaughan Road. King-Vaughan Road is identified in the Transportation Master Plan as a critical connection between the arterial road network and the Highway 400/GTA West Corridor, will provide arterial road capacity for the Highway 400 North Employment Lands (Vaughan OPA 637) and is also identified as an alternative for Mid-York east-west transportation improvements. King-Vaughan Road is therefore recommended to be transferred to the Regional road network.

Reconsideration and final assessment of Kirby Road and Pine Valley Drive should be conducted when the area network planning issues are clarified

The future role and function of Kirby Road is less certain. Kirby Road has been identified as an alternative for mid-York east-west transportation improvements if maximum connection between King-Vaughan Road and Highway 400/GTA West cannot be achieved. The role and function of Kirby Road is dependant on the final conclusion of the Mid-York east-west transportation corridor EA study. That study cannot commence until the GTA West Corridor EA has clarified the location of the GTA West-Highway 400 interchange. As reported to Regional Council in September 2012, the recommendations of these two activities will not be substantially concluded for another three to five years.

Staff recommend that the transfer of Kirby Road be reconsidered once the future role and function of the road is confirmed following the substantial conclusion of on-going transportation network planning in the area.

Pine Valley Drive is a Regional road south of Teston Road, but is discontinuous between Rutherford Road and Langstaff Road. The existing traffic volumes on Pine Valley Drive between Teston Road and King-Vaughan Road are low (AADT around 1500). Although the section of Pine Valley Drive between Teston Road and King-Vaughan Road is not envisioned to serve an arterial road function in the future, it would be prudent to reassess Pine Valley Drive once the transportation planning studies in the area are complete and when Kirby Road is reassessed.

Link to Key Council-approved Plans

2011-2015 Strategic Plan

Continue to deliver and sustain critical infrastructure.

Regional Official Plan

Section 7.2 Policy #55 of the Region's Official Plan identifies the following policy of Council:

The arterial streets identified on Map 12 that are currently not part of the Regional street network may be considered for a transfer in jurisdiction to York Region, and such a transfer shall not require an amendment to this plan.

Vision 2051

Interconnected system for Mobility, A Network of Complete Streets:

Supporting a road network that has a hierarchy of road types to increase travel choices.

5. FINANCIAL IMPLICATIONS

There are capital and operating costs associated with the road transfer

Upon transfer of King-Vaughan Road, there will be an estimated financial impact associated with annual road maintenance in the amount of \$150,000. This amount will be included in future Regional Road Operations Budgets starting in 2013. The pavement condition is generally fair to poor. King-Vaughan Road will require pavement resurfacing within the next 5 years, at an estimated cost of \$3,500,000. This amount will be included in future Regional Road Capital Budgets. In addition, Natural Heritage and Forestry staff have completed an assessment of the trees along King-Vaughan Road and estimate an initial cost of \$74,500 to prune or remove hazardous roadside trees followed by \$1,500 annually for ongoing tree maintenance.

Due to the impending start of winter maintenance contracts and the time required to finalize details with Vaughan staff for transfer of the road, transfer of King-Vaughan Road is proposed to be executed after the 2012/2013 winter maintenance period.

Due to the deferral recommendation for Kirby Road and Pine Valley Drive, there are no financial implications associated with these roads, although cost estimates are included in Table 2 as background information. Table 2 lists the estimated pavement resurfacing and operating cost implications of the requested road transfers based on typical unit costs for Regional road works.

Table 2
Estimated Cost Implications of Requested Road Transfer

Road segment	Length (km)	Resurfacing cost for existing 2 lane cross section if required (in \$'000)	Annual maintenance cost (in \$'000)
King-Vaughan Road (Pine Valley Drive to Bathurst St)	10	3,500	150
Kirby Road (Highway 27 to Dufferin Street)	12	4,200	180
Pine Valley Drive (King-Vaughan Road to Teston Road)	4	1,400	60
TOTAL	26	9,100	390

Addition of King-Vaughan Road into the Regional network requires expansion of the Southwest District maintenance yard

It should be noted that the above costs do not address the property constraint at the Southwest District maintenance yard which does not currently allow for any additional winter maintenance vehicles or materials to be accommodated on the site. The above costs also do not include the costs associated with the additional winter maintenance vehicles that will be required to maintain the uploaded roads.

As the current Southwest District maintenance yard in Vaughan is already constrained for space, additional land would need to be secured prior to any road transfers to the Region to ensure that the roads could be adequately maintained. Additional space for the Southwest District could be secured either through expansion of the existing facility or development of a new facility prior to the Region assuming ownership of King-Vaughan Road.

The City owns land adjacent to the Southwest District maintenance yard that could be used to expand the yard in order to accommodate the necessary maintenance equipment and materials. The additional land requirement would be about 2.2 acres to meet Regional needs. The specifics of any land transfer would need to be agreed to and in place in advance of the Region assuming King-Vaughan Road.

Major road reconstruction and widening will be required in the future

The City of Vaughan's Transportation Master Plan identified the need for significant improvements to King-Vaughan Road, Kirby Road and Pine Valley Drive to accommodate projected population and employment growth to 2031, including fully urbanized cross-sections complete with sidewalk and streetlighting. Vaughan's

preliminary estimate of the capital costs to improve these road segments is approximately \$250 million. This will need to be confirmed through future engineering studies.

The existing road allowance in most parts of the three roads is a basic 20 metre width. Additional property will be required if these roads are widened and urbanized in the future to typical Regional road standards.

6. LOCAL MUNICIPAL IMPACT

The City of Vaughan Municipal Road Transfer Request has been assessed and King-Vaughan Road between Pine Valley Drive and Bathurst Street is recommended to be transferred to the Regional road network. The City of Vaughan's request to transfer sections of Kirby Road and Pine Valley Drive should be reconsidered once the future role and function of these roads are confirmed, within the context of on-going transportation network planning in the area including the GTA West Corridor EA and mid-York east-west transportation improvements.

Staff from the City and Region will work together to address the land requirements to expand the Southwest District maintenance yard.

7. CONCLUSION

The City of Vaughan requested transfer of segments of King-Vaughan Road, Kirby Road and Pine Valley Drive were assessed against the criteria listed in the 2005 Regional Road Assumption Policy.

King-Vaughan Road between Pine Valley Drive and Bathurst Street is recommended for transfer subject to the Region securing additional maintenance yard space.

Kirby Road and Pine Valley Drive are not recommended for transfer at this time. These roads should be reconsidered in the future once their role and function are confirmed, given the on-going transportation network planning in the area.

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

The Senior Management Group has reviewed this report.

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



FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

June 4, 2012

Mr. Denis Kelly, Regional Clerk
The Regional Municipality of York
17250 Yonge Street, Box 147
Newmarket, ON L3Y 6Z1

**REGION OF YORK
CLERK'S OFFICE**

FILE No. - *p43*

Dear Mr. Kelly:

**RE: MUNICIPAL ROAD TRANSFER REQUEST TO YORK REGION
KING-VAUGHAN ROAD FROM PINE VALLEY DRIVE TO BATHURST STREET
KIRBY ROAD FROM HIGHWAY 27 TO BATHURST STREET
PINE VALLEY DRIVE FROM KING-VAUGHAN ROAD TO TESTON ROAD
WARD 1 – VICINITY EAST OF HIGHWAY 27 AND NORTH OF TESTON ROAD**

Attached for your information is **Item 14, Report No. 21**, of the Committee of the Whole regarding the above-noted matter which was adopted without amendment by the Council of the City of Vaughan at its meeting of May 29, 2012.

You will note that in dealing with this matter Council approved the following:

1. That York Region be requested to assume the following municipal roadways into the Regional road system:
 - a. King-Vaughan Road from Pine Valley Drive to Bathurst Street;
 - b. Kirby Road from Highway 27 to Dufferin Street; and
 - c. Pine Valley Drive from King-Vaughan Road to Teston Road.

Sincerely,

Jeffrey A. Abrams
City Clerk

Attachment:

Extract

1. Location Map

JAA/as

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 14, Report No. 21, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 29, 2012.

**14 MUNICIPAL ROAD TRANSFER REQUEST TO YORK REGION
KING-VAUGHAN ROAD FROM PINE VALLEY DRIVE TO BATHURST STREET
KIRBY ROAD FROM HIGHWAY 27 TO BATHURST STREET
PINE VALLEY DRIVE FROM KING-VAUGHAN ROAD TO TESTON ROAD
WARD 1 – VICINITY EAST OF HIGHWAY 27 AND NORTH OF TESTON ROAD**

The Committee of the Whole recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated May 15, 2012, be approved, subject to changing 1. b. from "Bathurst" to "Dufferin", so that it reads:
 - b. Kirby Road from Highway 27 to Dufferin Street; and
- 2) That Communication C12 from Mr. Cam Milani, Rizmi Holdings Limited, 11333 Dufferin Street, PO Box 663, Maple, L6A 1S5, be received.

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. THAT York Region be requested to assume the following municipal roadways into the Regional road system:
 - a. King-Vaughan Road from Pine Valley Drive to Bathurst Street;
 - b. Kirby Road from Highway 27 to Bathurst Street;
 - c. Pine Valley Drive from King-Vaughan Road to Teston Road; and
2. That a copy of this report be forwarded to York Region.

Contribution to Sustainability

In consideration of the City's Community Sustainability and Environmental Master Plan (Green Directions Vaughan) objectives, the recommendations of this report will assist in:

- Achieving sustainable growth and development;
- Developing and sustaining a network of roads that support efficient and accessible public and private transit;
- The creation of a City with sustainable built form; and
- Sharing sustainable best practices and ideas between and among municipal staff and the community.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012Item 14, CW Report No. 21 – Page 2**Economic Impact**

The City's Transportation Master Plan has identified the need for significant improvements to segments of King-Vaughan Road, Kirby Road and Pine Valley Drive. These roadway improvements include the construction of fully urbanized cross-sections complete with sidewalk and streetlighting. The improvements are required to accommodate projected population and employment growth to a planning horizon of 2031. The preliminary estimated capital cost to improve these City roadway segments is approximately \$250 million. As these arterials generally meet Regional road criteria, the planned improvements have not been programmed by the City. In the event these arterials are not assumed by York Region, the growth-related capital improvement costs would have to be considered as part of the City's Development Charge Background Study Update.

The annual operating and maintenance costs related to these municipal road segments, equivalent to 80 lane kilometres, also have to be considered as part of future City Operating Budget deliberations.

Communications Plan

Not applicable.

Purpose

The purpose of this report is to seek Council approval to formally request York Region to proceed with a review of specific municipal roadway sections for possible assumption into the Regional road system.

Background - Analysis and Options

Arterial roads generally carry vehicles travelling longer distances, typically between home and work and between different communities and business centres thereby serving a Regional function and qualifying as Regional roads. These roads have fewer access points than local or collector roads and form part of the City's main concession grid road system.

A Regional Road Assumption Policy and criteria has been established by York Region to determine if a roadway performs a Regional function and qualifies for transfer to the Region. The following criteria are used to assess a roadway for assumption.

Assumption of an existing roadway by York Region shall be considered where a roadway:

- Provides necessary arterial capacity in a major travel corridor and in general, is used for inter-municipal travel;
- Comprises a reasonable direct and unbroken major traffic route or corridor which connects with major arterial roads or to one or more existing or proposed Provincial Highways at a grade-separated interchange;
- Includes a linkage, existing or proposed, required to cross or circumvent a physical barrier that breaks the logical continuity of the route;
- Has a current traffic volume greater than 5,000 Average Annual Daily Traffic in Urban Areas or greater than 4,000 Average Annual Daily Traffic in Rural Areas; and
- Is part of the original concession road grid.

Proposed road transfers are discussed with staff from the Region and the affected local municipality prior to reporting to individual Council Committees. Each proposal is considered on its own merit. The Region's assumption criteria is used as a guideline for determining if a road meets the general function of a Regional road.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012Item 14, CW Report No. 21 – Page 3Process for Considering a Road Transfer

Either the local municipality or the Region can initiate discussions to consider a road for transfer. Initial discussions commence upon staff receiving direction from their respective Council. Regional staff will assess the road against the criteria, discuss with local municipal staff, and Report to Regional Council with recommendations for assumption, non-assumption or negotiating conditions.

City Roads to Be Considered For Assumption by York Region

Strategic road network improvements have been identified as part of the City's Transportation Master Plan Study. The recommended improvements to existing City roadways forming part of the concession road grid are generally required to support transit and goods movement, improve network connectivity, and support new development and intensification in designated communities.

Based on the conclusions of the City's Transportation Master Plan, the widening and urbanization of the following road segments will be required for the purpose of accommodating projected traffic volumes to a planning horizon of 2031:

1. King-Vaughan Road from Pine Valley Drive to Bathurst Street
2. Kirby Road from Highway 27 to Bathurst Street
3. Pine Valley Drive from King-Vaughan Road to Teston Road

The significance of these road segments in the overall network is illustrated on Attachment No. 1 to this report.

A preliminary assessment of these roadway segments against the Regional Road Assumption Policy criteria has been completed by staff. Preliminary results indicate a more detailed and formal review is warranted since the roadway segments will:

- Provide additional arterial capacity along major inter-municipal travel corridors;
- Link exiting Regional road segments;
- Form part of the original concession road grid within Vaughan; and
- Comprise direct traffic routes connecting existing and proposed residential communities and business centres.

In addition, capacity improvements to King-Vaughan Road together with a potential interchange at King-Vaughan Road and Highway 400 are currently planned as part of York Region's Transportation Master Plan.

Preliminary recommendations of the Mid-York East-West Transportation Improvements Study identify a need for increased arterial capacity along King-Vaughan Road and Kirby Road between Highway 400 and Bathurst Street. These roadway segments will be carried forward for consideration of improvements as part of the subsequent Environmental Assessment Study for this area.

Accordingly, it is recommended that York Region be requested to assume the above noted municipal roadways into the Regional road system.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 29, 2012

Item 14, CW Report No. 21 – Page 4

Relationship to Vaughan Vision 2020 / Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of this report will assist in:

- The pursuit of excellence in service delivery;
- Ensuring and enhancing community safety, health and wellness;
- Planning and managing growth and economic vitality;
- Ensuring financial stability and sustainability; and
- The demonstration of leadership and promotion of effective governance.

This report is therefore consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Regional Implications

In accordance with York Region's Road Assumption Criteria Policy and upon receipt of a formal Council resolution, Regional staff will undertake a detailed assessment of the road transfer request against the established criteria, discuss the findings with City staff, and report to Regional Council with recommendations for assumption, non-assumption or negotiating conditions.

Conclusion

Based on the findings of the City's Transportation Master Plan, certain segments of King-Vaughan Road, Kirby Road and Pine Valley Drive will provide a Regional road function. Accordingly, it is recommended that the Region be requested to assume these municipal roadways into the Regional road system. Should Council concur, the recommendations of this report could be adopted, which will initiate the formal road transfer process.

Attachments

1. Location Map

Report prepared by:

Selma Hubjer, Transportation Engineer, Ext. 8674

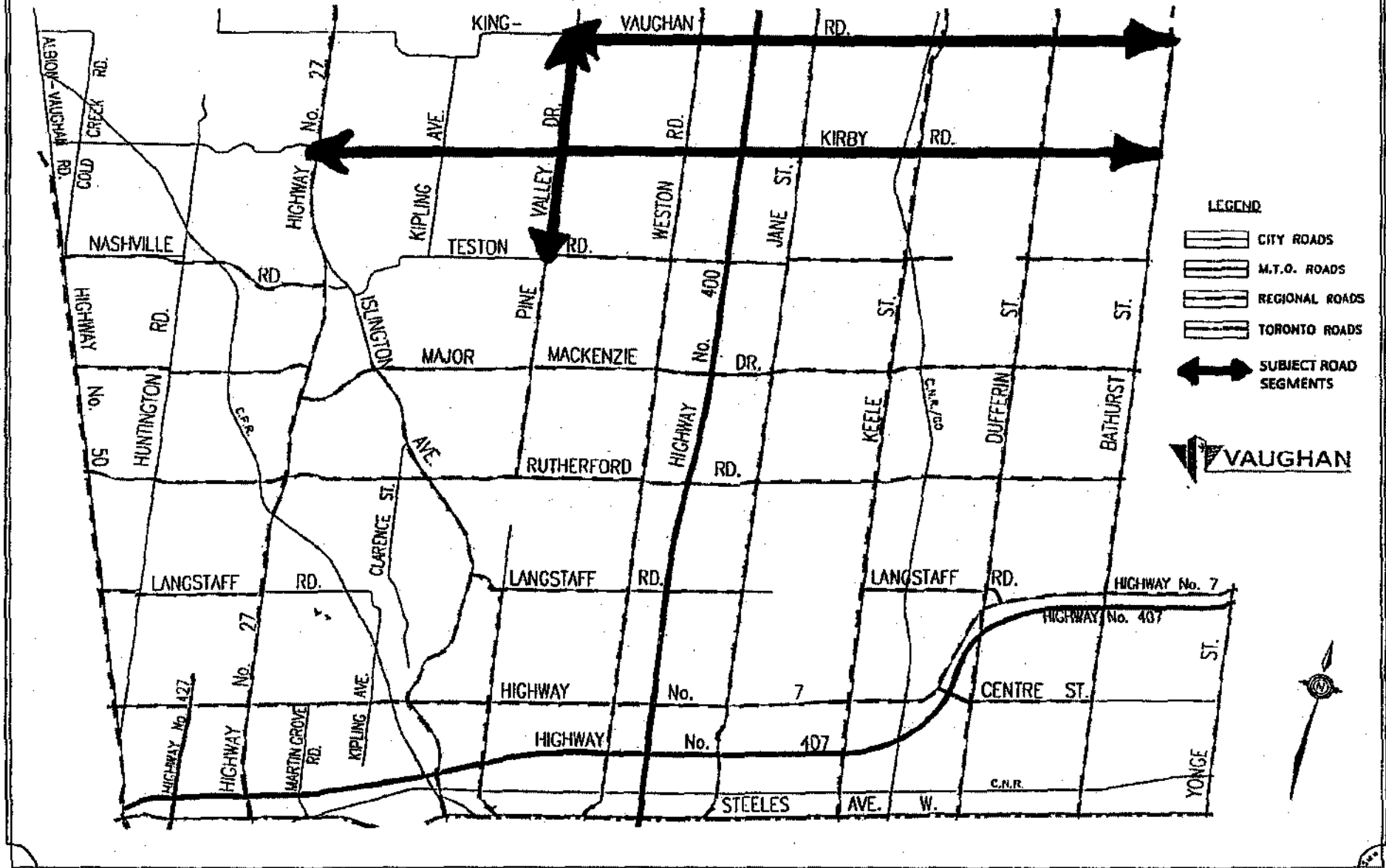
Michael Frieri, Manager of Engineering Planning & Studies, Ext. 8729

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

Councillor DeFrancesca declared an interest with respect to the foregoing matter only as it pertains to the Rizmi/Milani Lands, as Ms. Lucia Milani is seeking a compliance audit of her 2010 election finances, and did not take part in the discussion or vote on any Rizmi/Milani Lands.

Attachment No. 1 - Location Map

ROAD CLASSIFICATION MAP



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STATUS: Final
Council Approved: Y
CAO Approved: N/A

Regional Road Assumption Criteria	Edocs No.: 145599 Original Approval Date: June 23, 2005 Policy Last Updated: June 23, 2005
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POLICY STATEMENT:

The Regional Road Assumption Criteria will be used when considering the transfer of a road either from a local municipality to the Region or from the Region to a local municipality.

PURPOSE:

This policy provides criteria to be used for evaluating if a road performs a Regional function so it can be considered to be added or deleted from/to the Regional road system from a local municipality.

DEFINITIONS:**Rural Areas**

Rural areas are those areas which fall outside urban areas as defined in the Official Plan. Map 5 of the Official Plan defines clear edges between these rural and urban areas.

The following criteria to be considered for the assumption of existing roads as Regional roads in rural areas:

1. Connects designated rural settlements, having existing major commercial/industrial development or more than 150 persons, to each other and a Regional road or Provincial Highway.
2. Connects a Provincial Highway or Regional road to:
 - a. Provincial Highway
 - b. Major commercial and industrial areas
 - c. Major institutional complexes such as colleges and hospitals
3. Provides service close to consistent major attractors or generators of heavy vehicles.
4. Provides service parallel to and, where justified, crossing major barriers to free traffic movement.
5. Provides service on those roads which are extensions of roads designated as Regional roads in urban areas and to a Regional road or a Provincial Highway.
6. Provides service on those roads which are extensions of roads designated as Regional or County Roads in neighbouring jurisdictions and, to a Regional road or a Provincial Highway.

7. Roads should have a current traffic volume greater than 4,000 annual average daily traffic (AADT).
8. Roads should be part of the original concession road grid.

In order for a road to be designated as a Regional road in the rural areas, all the criteria above must be considered. This will help ensure that only the major arterial roads are transferred to the Region.

Urban Areas

Urban roads are in those areas designated as urban areas as defined in the Official Plan. Map 5 of the Official Plan defines these urban areas.

The following criteria are proposed for the assumption of existing roads as Regional roads in urban areas:

1. Provides the necessary arterial capacity in a major travel corridor and in general, should be used for inter-municipal traffic.
2. Comprises a reasonable direct and unbroken major traffic route or corridor which connects with major arterial roads or to one or more existing or proposed Provincial Highways at a grade-separated interchange.
3. May include a linkage, existing or proposed, required to cross or circumvent a physical barrier that breaks the logical continuity of the route.
4. Roads should have a current traffic volume greater than 5,000 AADT.
5. Roads should be part of the original concession road grid.

In order for a road to be designated as a Regional road in urban areas, all the criteria must be considered, to ensure only the major arterial roads are transferred.

DESCRIPTION:

Regional roads fall into two categories, rural and urban. Regional roads are arterial roads which carry vehicles travelling longer distances, typically between home and work and between different communities and business centres. Regional arterial roads also have fewer access points than do local or collector roads. Regional roads, in general, form part of the main concession grid road system. Mid-block roads would not generally be considered as a Regional road.

In order for a road to be assumed into the Regional road system from a local municipality, the road characteristics must be assessed against the criteria in this policy. Staff must review each road that has been identified to be considered for transfer, against the criteria, discuss with local

municipal staff and prepare a report to the Transportation and Works Committee to authorize the enactment of a by-law to transfer a road from a local municipality to the Region or from the Region to the local municipality.

RESPONSIBILITIES:

- **Transportation and Works Department**

The Transportation and Works Department shall assess the criteria for the transfer of a local municipal road to the Regional road system.

- **Local Municipalities**

The local municipalities, in consultation with Regional staff, shall aid in the assessment of the transfer of a Regional road to a local municipality.

REFERENCE:**CONTACT:**

Director of Roads Transportation

APPROVAL INFORMATION

CAO Approval Date: June 1, 2005

Committee: Transportation and Works **Clause:** 9 **Report No.:** 6

Council Approval: **Minute No.** 115 **Page:** 11 **Date:** June 23, 2005

