

THE REGIONAL MUNICIPALITY OF YORK

**REPORT NO. 11
OF THE REGIONAL
TRANSPORTATION AND WORKS COMMITTEE
MEETING HELD ON AUGUST 29, 2001**

**For Consideration by
The Council of The Regional Municipality of York
on September 6, 2001**

Chair: Mayor Wm. F. Bell, Chair

Members: Regional Councillor M. Di Biase
Regional Councillor D. Humeniuk
Mayor T. Jones
Regional Councillor G. Landon
Regional Councillor B. O'Donnell
Regional Councillor D. Wheeler
Regional Chair B. Fisch, ex officio

Also Present: Mayor M. Black
Regional Councillor B. Hogg

Staff Present: P. Carlyle, S. Cartwright, J. Culshaw, L. Gonsalves, P. Jankowski,
S. O'Melia, K. Schipper, E. Stevenson, B. Tuckey, A. Wells, E. Wilson

The Transportation and Works Committee began its meeting at 9:00 a.m. on August 29, 2001.

**1
STOPPING UP AND CLOSING OF GREEN LANE EAST
TOWN OF EAST GWILLIMBURY**

Notice having been given, the Transportation and Works Committee held a Hearing under Section 300 of the *Municipal Act* relating to the proposed stopping up and closing of Green Lane, East, Town of East Gwillimbury:

The Transportation and Works Committee recommends:

- 1. The presentation by John Culshaw, Director of Realty Services be received;**
- 2. Council enact the necessary By-law authorizing:**
 - a) The stopping up and closing of that part of Green Lane (Y.R. 19), in the Town of East Gwillimbury, in the Regional Municipality of York being part of the original road allowance between Lots 5 and 6, Concession 2 and that Part of Lot 5, Concession 2 designated as Parts 3 and 5 on Reference Plan 65R-21770; and**
 - b) The proposed sale of parts 3, 4 and 5 on Reference Plan 65R-21770, 1.156 ha (2.857 acres) to the abutting landowner.**

2
HIGHWAY 9 - TRAFFIC SAFETY REVIEW
TOWNSHIP OF KING

The Transportation and Works Committee recommends:

- 1. The deputation by Chris Crawford, Highway 9 Traffic Safety Citizen Group, be received;**
- 2. The presentation by Gerry Forbes, Intus Road Safety Engineering Inc., be received; and**
- 3. The following report, June 13, 2001, from the Commissioner of Transportation and Works be received and the recommendations contained therein be adopted, subject to adding Recommendation 3 as follows:**
 - “3. Staff be requested to provide a full safety review to the Transportation and Works Committee, utilizing the safety information they have been receiving, to include warrants, safety and design of the roadway within three months after the opening of the widened road with input from interested parties.”**

1. RECOMMENDATIONS

It is recommended that:

1. The installation of traffic control signals at the intersections of Highway 9 with Dufferin Street South/Glenville Road, Dufferin Street North and Keele Street not be considered at this time.

2. Staff continue to monitor the intersections annually to identify any changes in traffic volumes and patterns and the warrants to determine when signals should be installed.

2. PURPOSE

This report addresses the concerns raised about traffic safety on Highway 9 from Bathurst Street to Highway 400 in the Township of King. It provides details on the traffic signal warrant results for the intersections of Highway 9 with Dufferin Street South/Glenville Road, Dufferin Street North and Keele Street.

3. BACKGROUND

At the meeting of the Transportation and Works Committee held on May 30, 2001 a deputation was made by residents in the area of Glenville Road and Highway 9. This deputation addressed safety concerns of the residents in this area. As a result of this deputation, staff was directed to report back to the Transportation and Works Committee on June 20, 2001 with the collision history on Highway 9 from Bathurst Street to Highway 400. In addition, staff was also directed to assess the warrants for traffic control signals at the intersections of Highway 9 with Dufferin Street South/Glenville Road, Dufferin Street North and Keele Street.

3.1 Highway 9 Prior to Assumption by Region

The deputation to Committee on May 30, 2001, presented statistics on the number of collisions and fatalities on Highway 9 between Bathurst Street and Highway 400. These statistics have been confirmed by the Ontario Provincial Police and the York Regional Police and are summarized in *Attachment 1*.

3.2 Highway 9 under Regional Jurisdiction

The Region assumed Highway 9 from Highway 400 to Bathurst Street from the Province on September 1, 1999. Since the assumption of this stretch of road by the Region there have been 47 reported collisions. The details of these collisions are summarized in *Attachment 2*.

4. ANALYSIS AND OPTIONS

A deputation made by the residents in the area of Glenville Road to the Transportation and Works Committee on May 30, 2001 requested the Region to consider the installation of traffic control signals at Highway 9 and either Dufferin Street North or Dufferin Street South. The residents felt that the installation of traffic control signals would have prevented a large percentage of the collisions on this stretch of road. They emphasized the large number of fatalities (14 as presented by the deputation) that they felt could have been prevented had signals been installed.

In order to consider the installation of traffic control signals a warrant calculation was carried out. In order for signals to be warranted two of the warrants must be 80% satisfied or one at 100%. Table 1 provides the results of the traffic signal warrant analysis.

Table 1

Signal Warrant Analysis (% of Required Threshold)

Intersection	Total Vehicle Volume	Delay to Cross Traffic
Dufferin Street South/Glenville	19	20
Dufferin Street North	30	24
Keele Street	66	46

Industry experience shows that the installation of traffic signals does not have an effect on the operating speeds of traffic throughout a stretch of road. Often, the number of collisions on the major street will actually increase once traffic signals are installed, especially if they are installed when the warrants are not met.

Since the warrants for signalization are below those required to meet the Regional policy for traffic signals, it is recommended that they not be installed at this time.

4.1 Effectiveness Of Signals On Collisions

It is generally recommended that signals be installed only when they meet the warrants. Traffic control signals are most effective in preventing right angle collisions at intersections. However, studies show that rear end collisions will typically increase by as much as 60% after signals are installed. The collision information presented in the Attachments show none of the kinds of collisions that are prevented by traffic signals occurred at the intersection locations. As a result it is felt that the installation of traffic control signals would not have prevented any of these collisions.

The collision records indicate that there have been 3 reported fatalities on this stretch of Highway 9 since the Region assumed responsibility for the road in September 1999. Between 1994 and September 1999 there were 10 fatalities, all of which took place at a location other than an unsignalized intersection.

4.2 New Road Design

The current project to widen Highway 9 has been designed to provide two-lanes in each direction plus an additional centre lane. This centre lane will provide an area for left turning vehicles to turn safely into intersection streets and driveways. It will also provide a safety buffer zone between opposing traffic lanes. In this way, the number of fatalities occurring as a result of vehicles crossing the centre line is anticipated to drop. Of the 13 reported fatalities that occurred on this stretch of roadway, nine were a result of vehicles crossing the centre line.

There were two fatalities that occurred as a result of vehicles leaving the roadway on the right-hand-side. The new road design includes a rumble strip along the edge of the road to alert the driver that they are leaving the travelled portion of the roadway.

One fatal accident occurred when a pedestrian was struck, and the other fatality occurred when a vehicle failed to stop at the red signal indication at the intersection of Highway 9 at Bathurst Street. Any modifications to the roadway to prevent these types of collisions are very expensive and generally difficult to justify.

4.3 Future Traffic Control Signals

It is anticipated that at the intersections of Highway 9 with Dufferin Street South/Glenville Road, Dufferin Street North and Keele Street the traffic demands may meet the warrant criteria for traffic signals in the future. As a result, the contract to reconstruct Highway 9 includes the underground conduits for future traffic control signals for these intersection locations. Annual turning movement counts are carried out at all intersections where there are changes to traffic volumes and patterns, land use and other areas of concern. These three intersections on Highway 9 will be included in the annual turning movement count program and monitored for changes in traffic volumes and patterns. The results of the counts will be reviewed annually to determine if the warrants for traffic control signals are met.

5. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

6. LOCAL MUNICIPAL IMPACT

There are no local municipal impacts associated with this report.

7. CONCLUSION

Under the direction of the Transportation and Works Committee, staff recently completed a detailed assessment of collisions that occurred on Highway 9 between Bathurst Street and Highway 400. The analysis indicates that installing traffic signals on Highway 9 at any of the unsignalized intersections between Bathurst Street and Highway 400 would not have prevented these fatalities.

The new road design includes the construction of a centre lane, rumble strips along the edge line and two lanes in each direction. These features will provide a safer roadway and a buffer zone to mitigate any future collisions.

A signal warrant analysis was conducted for the intersections of Highway 9 and Dufferin Street South/Glenville Road, Dufferin Street North and Keele Street. The results of the warrant analysis indicate that traffic signals should not be implemented at this time.

It was further concluded that none of the fatalities that have occurred on Highway 9 between Bathurst Street and Highway 400 in the past 8 years could have been prevented with the installation of traffic control signals. It is therefore recommended that signals not be considered at any of the unsignalized intersections at this time. However, underground conduit systems for future traffic control signals are included in the current reconstruction project for these intersections. Staff will continue to monitor the traffic demands at these intersections against the warrant criteria for traffic signals on an annual basis and implement signals when the warrants are met.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the August 29, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

(Regional Council at its meeting on September 6, 2001, amended the foregoing Clause as follows:

That the following recommendations be added:

- 4. York Regional Police be requested to continue to patrol and monitor this situation after the construction;*
- 5. York Region staff, in preparing the full safety review, consult with the York Regional Police regarding the police findings both during and after construction; and*
- 6. There be further consultation, as part of the full safety review, with an advisory group that includes the citizens and businesses in this area, with input from Mayor Black, Mayor Taylor and Regional Councillor Humeniuk.*

3 YORK/PEEL BOUNDARY AREA TRANSPORTATION STUDY

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 15, 2001, from the Commissioner of Transportation and Works, subject to adding Recommendation 4 as follows:

- “4. The Minister of Transportation be requested to expedite a full Environmental Assessment for the Highway 427 Extension as quickly as possible.”**

1. RECOMMENDATIONS

It is recommended that:

1. This report be received for information.
2. The Commissioner of Transportation and Works be authorized to disburse funds as outlined in this report.
3. The Regional Clerk be requested to send copies of this report to the Ministry of Transportation, the Clerks of the Region of Peel, the Cities of Vaughan and Brampton, and the Township of King and the Town of Caledon for information.

2. PURPOSE

The purpose of this study is to address a number of transportation issues in the southern York/Peel boundary area. The study area extends from Highway 407 to Mayfield/Nashville Road and from Highway 27 to Humberwest Parkway. The study is conducted in three parts as described below.

2.1 Part 1 - Boundary Transportation Review

This part of the study is intended to develop a long term (2031) transportation plan and identify the medium term improvements and short term actions needed to address the growing transportation demand in the study area.

2.2 Part 2 - Interim Road Improvements

The purpose of this part of the study is to identify interim road improvements in the area surrounded by Langstaff Road and Highways 7, 27 and 50, prior to the opening of Highway 427 Extension. A Class Environmental Assessment (Class EA) of the identified road improvements will also be carried out.

2.3 Part 3 - Langstaff Road Improvements

This part of the study will conduct a Class EA of improvements to Langstaff Road between Highways 27 and 50.

Parts 1 and 2 will be conducted jointly by the Regions of Peel and York and will be cost shared by the two Regions, while Part 3 is a York Region Study.

The Terms of Reference of the study (*Attachment 1*) gives further details on the study. A map of the study area is given in *Attachment 2*.

3. BACKGROUND

In January, 2001, Council endorsed the "Highway 427 Northerly Extension Corridor Study Area Limits Review", prepared by Cole Sherman and Associates Ltd., dated November 2000, and authorized staff to initiate a boundary area transportation study jointly with the

Region of Peel. Subsequently, York Region staff worked with staff from the Region of Peel, Cities of Vaughan and Brampton, Township of King and the Town of Caledon and the Ministry of Transportation (MTO) to define the study required and develop detailed terms of reference.

3.1 Issues and Concerns to be Addressed by the Study

The study is intended to address the following issues and concerns:

- There are existing traffic problems in the study area, particularly at the intersection of Highway 7 and Highway 50.
- The need for the Highway 427 Extension has been identified in numerous studies. Recently, the Ministry of Transportation has announced its intention to initiate an Environmental Assessment for the extension, a necessary first step towards its implementation. In light of the complexity of the Environmental Assessment Study, it may be five to eight years, or even longer before the extension is actually built. This means that alternative plans are still needed to address the transportation requirements in the interim period prior to the opening of the extension.
- The Regions of Peel and York and the Cities of Vaughan and Brampton are currently dealing with development applications, while facing many unknowns with regard to future transportation in the study area. The most important of these unknowns is the alignment of the future Highway 427 Extension. The municipalities need to ensure that the future extension of Highway 427 is not precluded by new development.
- Development pressures in the study area will further increase the need for Highway 427 Extension and other road and transit improvements in the area.
- Vaughan and York have identified the need to expand the urban area in the west part of Vaughan to accommodate long-term employment land needs.
- All of the eastern portion of Brampton and the portion of Caledon in the vicinity of Bolton and Highway 50 is designated for urban uses. In addition, a number of specific development applications are being considered.

3.2 Guiding Principles Relative to the Highway 427 Extension

The future Highway 427 Extension is very important in addressing the transportation needs in the study area. In recognition of this fact, the municipal staff team met with MTO staff and developed several guiding principles, described in detail in *Attachment 1*. The principles recognize the need to meet interim transportation requirements, prior to the opening of the highway extension, without compromising or complicating the Highway 427 Extension EA Study or the construction of the highway itself. MTO staff have agreed to participate on the Technical Advisory Committee of the York/Peel Study and provide necessary technical

advice to ensure that these guiding principles are met.

3.3 Project Schedule

Part 1 of the Study will be completed within six months of notice to proceed. The entire project will be completed in twelve months.

4. ANALYSIS AND OPTIONS

The following three teams submitted proposals for the York/Peel Boundary area Transportation Study:

1. ITrans Consulting Inc.
2. Marshall Macklin Monaghan/ Cansult
3. URS Cole Sherman/ IBI

The proposals were evaluated based on a two-stage system, which involved an assessment of the technical proposal, followed by an assessment of the fee, which was submitted in a separate envelope. Specifically, the technical proposals were assessed based on the following criteria:

1. Qualifications and Experience
2. Quality of Proposal
3. Interview – presentation and response to pre-selected questions

The Evaluation Team consisted of staff from York and Peel Regions, Cities of Vaughan and Brampton and Town of Caledon. Following the interviews and technical evaluation, the fee envelopes for the proposals were opened and assessed. The scoring method for the fees was based on assigning the highest score to the consultant with the lowest fee and proportionately lower scores for the other consultants. The results of the technical and fee evaluations are given in Table 1.

The evaluation in Table 1 is based on Parts 1 and 2 of the project, representing the portion of the study to be conducted jointly with Peel Region. Part 3 of the Request for Proposal (York Region only) required that should the successful proponent for Parts 1 and 2 submit a technically satisfactory proposal for Part 3, with the lowest cost, they would be awarded the Part 3 portion as well. As iTrans Consulting Inc.'s cost was the lowest (\$75,516), the evaluation committee (York Region participants only) recommended that iTrans Consulting Inc. be awarded Part 3 also. The total York Region share of the project cost is therefore \$205,944.50, plus GST.

Table 1
Evaluation Summary
(Parts 1 and 2 of Study)

Firm	Technical Score Out of 80	Financial Score Out of 20	Total Score	Upset Fee Excl. G.S.T.	York Region Share (50%)
ITrans Consulting Inc.	62.0	20.0	82.0	\$260,857	\$130,428.50
Marshall Macklin Monaghan	56.0	18.7	74.7	\$278,813	\$139,406.50
URS Cole Sherman	50.0	18.5	68.5	\$282,070	\$141,035.00

The proposal of iTrans Consulting Inc. satisfactorily meets all requirements, has the highest combined technical and cost assessment and therefore was recommended for this assignment.

This project is quite complex and requires co-ordination with the Region of Peel, four local municipalities and MTO. Therefore, it is likely that a certain amount of unforeseen work will need to be conducted. To deal with such uncertainties, an additional contingency sum has been allocated for disbursements at the discretion of the Commissioner of Transportation and Works. The total contingency amount is \$40,000 plus G.S.T, representing 20% of the project cost.

In accordance with the Region's Purchasing By-law, this consulting assignment was awarded by the Chief Administrative Officer.

5. FINANCIAL IMPLICATIONS

This project will result in expenditures of \$205,944.50 plus a contingency of \$40,000 and G.S.T., for the consulting services discussed in this report. The contingencies will be disbursed only if required and these upset limits will not be exceeded without prior authority from the Council.

Funding for this project is included in the Region's 2001 Roads Budget.

6. LOCAL MUNICIPAL IMPACT

Staff from the City of Vaughan and Town of Caledon have been involved in the work done to date and will be involved throughout the Study as members of the Project Steering Committee.

7. CONCLUSION

Consultants' proposals for this project were evaluated in accordance with Regional policy and this assignment has been awarded to iTrans Consulting Inc. at an upset fee (York Region share) of \$205,944.50 plus G.S.T., plus a contingency sum of \$40,000 plus G.S.T. for potential additional and unforeseen work.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the August 29, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

4

YORK REGION RAPID TRANSIT SYSTEM BUSINESS PROCESS CONSULTANT

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The proposal of KPMG/McCormick Rankin in the amount of \$100,000, plus G.S.T., be accepted for conducting the York Region Rapid Transit System Business Process Study.
2. The Commissioner of Transportation and Works be authorized to disburse funds as outlined in this report.

2. PURPOSE

A process has been initiated by York Region in conjunction with Markham, Vaughan and Richmond Hill to seek a private sector partner for the planning, financing and implementation of a rapid transit system for York Region. The purpose of this report is to obtain approval for hiring the consulting team of KPMG and McCormick Rankin to assist York Region and the area municipalities through this process.

3. BACKGROUND

Two committees have been established to promote rapid transit improvements within York Region:

- Spadina-York Subway Extension Committee
- Yonge Street Subway Implementation Coordination Committee

The membership of the committees consists of the Regional Chair, Mayors, members of council and senior staff from the Region, Markham, Vaughan and Richmond Hill. York University and the City of Toronto also participate on the Spadina-York Subway Extension Committee.

The committees have expressed interest in pursuing options for a public/private venture. In May, 2001 Regional Council authorized staff to place an advertisement in the appropriate commercial newspapers requesting expressions of interest from the private sector to plan, finance and implement a rapid transit system for York Region. This report also recommended that a consultant be retained to assist in evaluating the expressions of interest and to help steer the process towards selecting a private sector partner.

Consultants with expertise in public/private partnerships and in transit infrastructure planning were invited to submit proposals for this assignment. Staff from Markham, Vaughan and Richmond Hill participated throughout the consultant selection process as members of the evaluation team. This report identifies the preferred consultant for the assignment, with an upset fee limit.

4. ANALYSIS AND OPTIONS

The following four firms/teams submitted proposals for the York Region Rapid Transit System Business Process Study:

1. KPMG/McCormick Rankin
2. PriceWaterhouseCoopers/Marshall Macklin Monaghan
3. Virtus Technologies Inc.
4. WGD Management Group

The proposals were evaluated based on a two-stage system, which involved an assessment of the technical proposal, followed by an assessment of the fee, which was submitted in a separate envelope. Specifically, the technical proposals were assessed based on the following criteria:

1. Qualifications and Experience
2. Quality of Proposal
3. Interview – presentation and response to pre-selected questions

After a review of the proposals, the evaluation team concluded that the submissions of Virtus Technologies Inc. and WGD Management Group did not meet the qualifications requested and were therefore dropped from further consideration. The evaluation team then interviewed the two remaining teams of KPMG/McCormick Rankin and PriceWaterhouseCoopers/Marshall Macklin Monaghan. Following the interviews and technical evaluation, the fee envelopes for the proposals were opened and assessed. The consultant with the lowest fee was assessed the highest financial score. The remaining consultant was given a score based on the ratio of the lowest fee to their fee. The results of the technical and fee evaluations are given in Table 1.

Table 1
Evaluation Summary

Firm	Technical Score Out of 80	Financial Score Out of 20	Total Score	Upset Fee Excl. G.S.T.
KPMG/McCormick Rankin	63.6	20.0	83.6	\$100,000
PriceWaterhouseCoopers/Marshall Macklin Monaghan	51.3	8.7	60.0	\$230,000

The proposal of KPMG/McCormick Rankin satisfactorily meets all requirements, has the highest combined technical and cost assessment and therefore is recommended for this assignment.

This project is quite complex and has a certain amount of uncertainty associated with it. Therefore, it is likely that certain amount of unforeseen work will need to be conducted. To deal with such uncertainties, it is recommended that an additional contingency sum be authorized for disbursements at the discretion of the Commissioner of Transportation and Works. The total contingency amount is \$20,000 plus G.S.T.

5. FINANCIAL IMPLICATIONS

Approval of the recommendations will result in expenditures of \$100,000 plus a contingency of \$20,000 and G.S.T., for the consulting services discussed in this report. The contingencies will be disbursed only if required and these upset limits will not be exceeded without prior authority from Council.

Funding for this project is included in the Region's 2001 Roads Budget.

6. LOCAL MUNICIPAL IMPACT

Staff from the Towns of Markham and Richmond Hill and the City of Vaughan were involved throughout the consultant selection process and will be involved at all stages of the project as it progresses. Meetings will also be held with the joint subway extension committees.

7. CONCLUSION

Consultants' proposals for this project were evaluated in accordance with Regional policy and it is recommended that this assignment be awarded to the KPMG/McCormick Rankin team at an upset fee of \$100,000, plus G.S.T., with a contingency sum of \$20,000 plus G.S.T. for potential additional and unforeseen work.

5

REQUEST FOR WATER CONNECTION BOLTONVIEW CHRYSLER

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 14, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Regional Council endorse the City of Vaughan's request for a water service connection for Boltonview Chrysler from the Region of Peel water supply.

2. Regional staff be authorized to execute the necessary servicing agreement between the two Regions and the City.
3. A copy of this report be forwarded by the Regional Clerk to the Clerks of the Regional Municipality of Peel and the City of Vaughan.

2. PURPOSE

This report seeks Regional Council's endorsement of a request from the City of Vaughan to approach Peel Regional Council for permission to construct a water service connection for Boltonview Chrysler from the Peel water system.

3. BACKGROUND

Boltonview Chrysler is an automobile dealership located in Vaughan on the east side of Highway 50, south of Albion Vaughan Road. (*See Attachment 1*) Their business is served with potable water from a private well located on the Boltonview Chrysler premises. Over the last several years, they have experienced increasing numbers of events where the groundwater supply is insufficient for their use and have requested that they be provided with a municipal water supply.

The City of Vaughan has no watermains in the immediate vicinity of Boltonview Chrysler. The cost of extending the Kleinburg municipal system, if feasible, to service Boltonview Chrysler would be prohibitively expensive. Sears and Consolidated Fast Frate to the south are connected to the Peel system with a limited water supply and it is not feasible to extend this service to Boltonview Chrysler.

Region of Peel staff have been requested to allow a connection from the existing watermain on Albion Vaughan Road to Boltonview Chrysler. This connection would be installed at the expense of Boltonview Chrysler and would require an agreement with the Region of Peel for the connection and the supply and payment for water. Peel staff have advised that they require a request from Region of York Council before they can deal with the matter.

At its meeting of May 30, 2001, the Council of the City of Vaughan passed a resolution to have York Regional Council request the Council of the Region of Peel to provide the required water connection. An extract from Vaughan's Council Minutes is attached (*see Attachment 2*). This report deals with Vaughan's request.

4. ANALYSIS AND OPTIONS

City of Vaughan's staff have indicated that there is no option to provide water service to this property other than by connection to a municipal supply. Full municipal services will eventually be provided to the area, however, they are not anticipated to be available for at least 10 years. Therefore, the only reasonable option appears to be service from the Peel system which is located within 250 metres of the property.

In order to implement the water service, a resolution of Regional Council is required by Peel Region. In addition, a legal agreement will be required between the two Regions and the City of Vaughan to permit the connection and set the terms for water supply construction and billing. A similar agreement was executed with Peel to provide service to Sears and Consolidated Fast Frate in the City of Vaughan.

5. FINANCIAL IMPLICATIONS

Except for internal staff review time, all costs associated with implementation of the water service connection, including legal counsel to draft the agreement, will be borne by Boltonview Chrysler. Therefore, there is no financial impact associated with this report.

6. LOCAL MUNICIPAL IMPACT

It is the desire of the City of Vaughan to provide adequate water supply to Boltonview Chrysler. A connection to the Peel system appears to be the only viable alternative.

7. CONCLUSION

Connection to the Peel municipal water system is necessary in order to ensure adequate water supply to Boltonview Chrysler. In order to achieve this outcome, it is necessary for Regional Council to make a formal request to the Region of Peel and to enter into a servicing agreement among Peel, York and the City of Vaughan.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the August 29, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

6
MARKHAM BY-PASS EXTENSION
HIGHWAY 407 TO MORNINGSIDE AVENUE

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 21, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. A consultant be retained to undertake the Individual Environmental Assessment for the Markham By-pass Extension from Highway 407 to Morningside Avenue.

2. Copies of this report be circulated by the Regional Clerk to the Clerks of the Town of Markham, the City of Toronto, and the Region of Durham and to the Ministry of Transportation.

2. PURPOSE

The purpose of this report is to seek authorization from Committee and Council to proceed with the Individual Environmental Assessment (IEA) for the extension of the Markham By-pass from Highway 407 to Morningside Avenue.

3. BACKGROUND

Through numerous transportation studies during the last number of years, the Region of York, the Town of Markham and the Province of Ontario have identified the need for a new north-south road connection in the eastern part of the boundary area between Toronto and York. The Town of Markham and the Region of York have completed the Environmental Assessment for the Markham By-pass north of Highway 407 and the Region will soon begin implementation of this important new transportation corridor. In order to accommodate the growth forecast for the eastern parts of York and Toronto, the Markham By-pass needs to be extended south to connect with the arterial road network in Toronto. Although York Region has indicated a strong desire to initiate the Environmental Assessment for this important transportation connection, to date, the City of Toronto has not agreed to proceed.

In February 1999, the City of Toronto was requested by York Region Council to be a co-proponent with the Region of York for this Environmental Assessment Study. Through the on-going negotiations regarding the financing of Steeles Avenue, York Region identified the need for Toronto's participation in this Environmental Assessment. Despite this request, the City of Toronto Council position specifically excluded consideration for any north-south transportation improvements east of Markham Road, which would include the potential Markham By-pass extension.

4. ANALYSIS AND OPTIONS

As identified previously, numerous transportation studies have demonstrated the need for the extension of the Markham By-pass south of Highway 407 to connect to an arterial road south of Steeles Avenue. The Town of Markham and the Region of York have been ensuring that all development applications in the area protect for all reasonable alternatives for the alignment of the Markham By-pass Extension. This has led to a degree of uncertainty in these development applications that have made their planning difficult. From this perspective, there is a need to establish the ultimate alignment as soon as possible. The attached map indicates the approximate location of the Markham By-pass Extension (*Attachment 1*).

The City of Toronto has not felt the same need to protect for an arterial road extension that connects to Morningside Avenue south of Steeles Avenue. In the Ontario Municipal Board approval of the Morningside Heights Secondary Plan, York and Markham together with the

Province of Ontario ensured that potential alignments for this road connection were protected. A timeline for the completion and submission of the Individual Environmental Assessment by December 31, 2005 was included in the Secondary Plan through the OMB approval process. Due to the anticipated complex nature of this IEA it is very important for it to commence in 2001. As the City of Toronto has advised that it is not interested in proceeding with this project it is proposed that York Region carry out the IEA on its own. The IEA will have to ensure co-ordination and consideration of all issues on both sides of the boundary.

5. FINANCIAL IMPLICATIONS

Funding in the amount of \$500,000 has been allocated in the 2001 Transportation and Works capital budget for this study.

The Markham By-pass Extension is not currently included in the 10-year program but is included in the Development Charge By-law with an estimated capital cost of \$23.0 million. The timing will be reviewed and could potentially be accelerated through up front financing arrangements with developers in the area and subject to further Council approval.

6. LOCAL MUNICIPAL IMPACT

The Town of Markham has a very strong interest in proceeding with this study as soon as possible. Town of Markham staff will be involved throughout all phases of the Environmental Assessment.

7. CONCLUSION

This report identifies the need to commence the Environmental Assessment for the extension of the Markham By-pass from Highway 407 to Morningside Avenue as quickly as possible. Therefore, it is recommended that Transportation and Works Department staff be authorized to retain a consultant to undertake this Environmental Assessment Study. Funds have been allocated in the 2001 Transportation and Works Department capital budget to cover the cost of this study.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the August 29, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

7 TRAFFIC BY-LAW APPROVALS TOWN OF AURORA

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 14, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The proposed changes for the Town of Aurora By-Laws Numbered 4269-01.T and 4270-01.T which include:
 - i) Left turn restrictions on Yonge Street between a point 75 metres north of Industrial Parkway South and Golf Links Drive in both directions and at anytime
 - ii) Southbound right turn restrictions on Yonge Street at Irwin Avenue between the hours of 6:30 a.m. and 9:30 a.m. Monday to Friday, and
 - iii) Left turn restrictions on Yonge Street between Aurora Heights Drive and a point 191 metres north of Orchard Heights Boulevard/Batson Drive in both directions and at anytimebe approved.
2. The Regional Clerk be directed to advise the Clerk of the Town of Aurora.

2. PURPOSE

The Town of Aurora recently adopted a resolution to implement left turn restrictions on Yonge Street for traffic travelling in both directions and at all times and days of week for the following sections of road:

1. Yonge Street between a point 75 metres north of Industrial Parkway South and Golf Links Drive.
2. Yonge Street between Aurora Heights Drive and a point 191 metres north of Orchard Heights Boulevard/Batson Drive.

The Town has also adopted a resolution to implement a southbound right turn restriction at the intersection of Yonge Street and Irwin Avenue between the hours of 6:30 a.m. and 9:30 a.m. Monday to Friday.

Regional By-Law No. A-224-97-80 requires that local municipal by-laws regulating traffic flows within 300 metres of an intersection of a Regional road, must be approved by Regional Council.

This report is to seek Regional Council approval of the amendments to the by-law.

3. ANALYSIS AND OPTIONS

The Region received correspondence from the Town of Aurora requesting approval for by-laws to restrict turns on sections of Yonge Street that are under their jurisdiction. Copies of

the two municipal by-laws are provided as *Attachments 1 and 2*. The proposed sections of Yonge Street are shown on a location plan provided as *Attachment 3*.

As the proposed turning restrictions will have a minimal impact on the operations of the Regional road system, it is proposed that the municipal by-laws be approved. As a response to the Town's request, the Regional Clerk should forward a copy of the Regional approval to the Clerk of the Town of Aurora.

4. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

5. LOCAL MUNICIPAL IMPACT

This report responds to a request from the Town of Aurora for Regional approval of proposed by-laws for turning restrictions on portions of Yonge Street within the Town's jurisdiction. For the road sections within 300 metres of the Regional road system, Regional Council approval is required.

6. CONCLUSION

The implementation of turning restrictions on sections of Yonge Street that are under the jurisdiction of the Town of Aurora will have a minimal impact on the traffic flows on the Regional road system. It is, therefore, proposed that the Town of Aurora by-laws be approved.

As a response to the Town of Aurora's request, the Regional Clerk should forward a copy of the Regional approval to the Clerk of the Town of Aurora.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the August 29, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

8 PARKING RESTRICTIONS LESLIE STREET TOWN OF EAST GWILLIMBURY

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 14, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. A “No Parking” anytime zone be established on the west side of Leslie Street (Y.R. 12), from a point approximately 20 metres north of Milne Lane, southerly for 160 metres in the Town of East Gwillimbury.
2. The Regional Solicitor prepare the necessary by-law.
3. The Regional Clerk forward a copy of this report to the Clerk of the Town of East Gwillimbury.

2. PURPOSE

This report proposes a “No Parking” anytime regulation for the west side of Leslie Street, from a point approximately 20 metres north of Milne Lane, southerly for 160 metres, to address a potential traffic safety issue. A Regional by-law is required under the Highway Traffic Act before any such parking by-law can be signed and enforced.

3. BACKGROUND

Leslie Street from Milne Lane to a point approximately 160 metres south consists of a two-lane urban cross section that carries an average of 10,160 vehicles per day. The posted speed limit on this section of road is 50 km per hour. A location plan is provided as *Attachment 1*. Parking is currently permitted on Leslie Street in front of residential homes on both sides of the roadway.

Queensville Public School is located on the east side of Leslie Street. A reverse paved shoulder exists on both sides of Leslie Street parallel to a sidewalk. The sidewalk runs the length of Leslie Street through the community on both sides of the roadway.

The Town of East Gwillimbury engineering department and a local resident of the community of Queensville contacted the Region regarding safety concerns with vehicles parking on the west side of Leslie Street at the intersection and immediately south of Milne Lane during soccer nights and after school events.

The presence of these parked vehicles is creating safety concerns that arise when the vehicles block the visibility of both pedestrians on the sidewalk and vehicles entering and exiting from Milne Lane.

4. ANALYSIS AND OPTIONS

The Queensville Public School located on the east side of Leslie Street has very limited parking for after school programs and soccer nights. Vehicles that park in the vicinity of the school create a visibility problem for drivers entering and exiting Milne Lane. The proposed parking restriction would leave a clear view for the intersection of Milne Lane. Sufficient

parking for sports activities is still available further north and south of this “No Parking” zone.

To address these potential safety concerns, it is proposed that a “No Parking” anytime zone be implemented on the west side of Leslie Street from a point approximately 20 metres north of Milne Lane southerly for 160 metres on Leslie Street. The proposed zone will be posted and monitored by the Region with enforcement carried out through the by-law staff for the Town of East Gwillimbury. The Regional Clerk should, therefore, forward a copy of this report and the resulting “No Parking” by-law to the Clerk of the Town of East Gwillimbury with a request to carryout enforcement of the “No Parking” zone.

5. FINANCIAL IMPLICATIONS

The costs associated with the manufacture and installation of the “No Parking” signs will be covered under the 2001 Transportation Operations program budget. In accordance with the Regional/Provincial Offences agreement, the Town of East Gwillimbury will retain any enforcement revenues.

6. LOCAL MUNICIPAL IMPACT

While the implementation of the proposed new Regional regulation to address the parking on Leslie Street has no direct impact on the local municipality, enforcement will be carried out by the by-law staff of the Town of East Gwillimbury. This action is in accordance with an agreement under the Provincial Offences Act for enforcement of Regional by-laws with revenues to be retained by the Town.

7. CONCLUSION

To address the safety concern of parked vehicles on the west side of Leslie Street, a “No Parking” anytime regulation is proposed. This zone is proposed for the west side of Leslie Street from a point approximately 20 metres north of Milne Lane southerly for 160 metres.

Staff of the Town of East Gwillimbury, in accordance with agreements under the Provincial Offences Act, will carry out enforcement of this Regional by-law. The Regional Clerk should, therefore, forward a copy of this report and the adopted by-law to the Clerk of the Town of East Gwillimbury.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the August 29, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

9

SPEED LIMIT REVIEW REGIONAL ROAD NETWORK

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 14, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The existing speed limit of 50-km per hour on Highway 27 (Y.R. 27) be extended northerly, from a point 315 metres south of King Road (Y.R. 11) to a point 1,267 metres north of King Road (Y.R. 11), in the Township of King.
2. The existing speed limit of 80-km per hour on Highway 27 (Y.R. 27) from 1,267 metres north of King Road (Y.R. 11) to 100 metres north of 15th Sideroad be reduced to 60-km per hour, in the Township of King.
3. The existing speed limit of 60-km per hour on Woodbine Avenue (Y.R. 8) be extended southerly from a point 392 metres north of Elgin Mills Road (Y.R. 49) to a point 655 metres south of Elgin Mills Road East (Y.R. 49), in the Town of Markham.
4. The existing speed limit of 80-km per hour on 19th Avenue (Y.R. 29) from Bayview Avenue (Y.R. 34) to Leslie Street (Y.R. 12) be reduced to 70-km per hour, in the Town of Richmond Hill.
5. The existing speed limit of 60-km per hour on St. John's Sideroad (Y.R. 26) from a point 600 metres east of the east limit of Leslie Street (Y.R. 12) to a point 700 metres west of the west limit of Leslie Street (Y.R. 12) be reduced to 50-km per hour, in the Town of Aurora.
6. The Regional Solicitor be directed to prepare the necessary by-laws.
7. The Regional Clerk forward a copy of this report to the Chief of Police and the Clerks of the Township of King and the Towns of Markham, Richmond Hill and Aurora.
8. The Regional police be requested to assist with the enforcement of the new by-laws as their resources permit.

2. PURPOSE

The purpose of this report is to obtain Council authorization for changes to the speed limit regulations for certain road sections on the Regional road system.

A Regional by-law is required under the Highway Traffic Act with appropriate speed limit signs before any of the proposed changes can be enforced.

3. BACKGROUND

To address potential safety implications of a series of requests for speed limit reductions, the Roads Transportation Branch reviewed several sections of the road network that required consideration outside of the normal annual speed limit review process.

Speed limit reviews are based on a number of factors. These factors include field studies, to determine operating speeds, collision history, characteristics of the roadway, adjacent development, and changes to land use. The locations of the proposed speed limit changes are:

- Highway 27 north of King Road
- Woodbine Avenue south of Elgin Mills Road East
- 19th Avenue between Bayview Avenue and Leslie Street
- St. John's Sideroad east and west of Leslie Street

4. ANALYSIS AND OPTIONS

Speed limit reviews were carried out to address requests for speed limit reductions. A goal of these reviews is to standardize the regulatory speed limit applications for each section of road in accordance with the current roadway characteristics, actual operating speeds, and collision history.

The speed limit review process of each of the road sections consists of:

- A classification of the road characteristics
- A speed study to determine the operating speeds
- A summary of the recent collision history
- Identification of potential safety issues

A listing of the physical road characteristics that correspond to optimum operational safety criteria for each of the speed zones is detailed in *Attachment 1*. The results of the road safety appraisal speed study and potential safety issues for each of the proposed speed regulation changes are discussed below.

4.1. Highway 27 north of King Road

Highway 27 between King Road and Sheardown Drive is a four-lane undivided urban roadway that transitions into a two-lane rural roadway south of 15th Sideroad. This section of roadway carries an average of 12,580 vehicles per day. A 50-km per hour speed zone exists on Highway 27 from King Road for a distance of 967 metres to the north. From this point, a 60-km per hour section extends a further 300 metres. North of this section Highway 27 is posted at 80-km per hour.

The physical characteristics of Highway 27 from King Road to a point just north of Sheardown Drive include direct frontage homes, a commercial plaza, an elementary school on the east side, and sidewalks on both sides of the roadway. A number of direct frontage homes exist along Highway 27 from McTaggart Road to 300 metres north.

Recent discussions with the Township of King councillors, school representatives and residents have identified the need to relocate the school crosswalk for children attending the elementary school. The new proposed location for this school crosswalk is further north and therefore closer to the higher speed limit zones.

To provide a smoother and safer transition into this school zone, and to address the urban characteristics of the area, it is proposed that the existing 50-km per hour zone be extended 300 metres northerly. Additionally, the existing 60-km per hour zone should be extended northerly to a point 100 metres north of 15th Sideroad. It is anticipated that these speed reductions will assist in increasing the safety level in the area of the elementary school. The location of the proposed speed zone change is shown in *Attachment 2*.

4.2. Woodbine Avenue south of Elgin Mills Road East

Woodbine Avenue south of Elgin Mills Road East is a two-lane undivided semi-urban roadway with an average daily traffic volume of 8,820 vehicles. The existing speed limit in this area is 60-km per hour and increases immediately south of this zone to 80-km per hour.

The physical characteristics of Woodbine Avenue south of Elgin Mills Road consist of direct frontage homes on both sides of the roadway, a large park, and a church on the west side of Woodbine Avenue. These physical characteristics are conducive to a 60-km per hour zone as listed in *Attachment 1*.

Recent speed studies were conducted at the beginning of the 60-km per hour zone and show that the majority of traffic is travelling at 78-km per hour in this area. This high rate of speed into this community creates a potential safety concern.

Based on the physical characteristics, safety issues, and speed study results, it is proposed that the existing 60-km per hour speed limit on Woodbine Avenue south of Elgin Mills Road East be extended southerly 225 metres. It is anticipated that this proposed extension of the 60-km per hour zone would help reduce the speed of drivers before they approach the residential area. The location of the proposed speed zone change is shown in *Attachment 3*.

4.3. Nineteenth Avenue between Bayview Avenue and Leslie Street

Nineteenth Avenue from Bayview Avenue to Leslie Street is a two-lane undivided rural roadway that carries an average of 1,480 vehicles per day. The existing speed limit on Nineteenth Avenue from Bayview Avenue to Leslie Street is 80-km per hour and from Bathurst Street to Bayview Avenue is 60-km per hour.

The physical characteristics of the road in this area include narrow lanes with no shoulders, horizontal curves and the presence of direct access entrance points to a sod farm and an airplane club. These characteristics are conducive of a 70-km per hour zone as listed in *Attachment 1*.

Based on the physical characteristics of the road and to provide a smoother and safer transition into the area, it is recommended that the existing 80-km per hour zone from Bayview Avenue to Leslie Street be lowered to 70-km per hour. The location of the proposed speed zone change is shown in *Attachment 4*.

4.4. St. John's Sideroad and Leslie Street

The intersection of St. John's Sideroad and Leslie Street is located in a rural environment in the Town of Aurora. St. John's Sideroad immediately east and west of Leslie Street is a two-lane rural undivided roadway that carries an average of 5,410 vehicles per day to the west and 1,460 vehicles per day to the east. The existing speed limit on St. John's Sideroad east and west of Leslie Street is currently posted at 60-km per hour.

The physical characteristics of St. John's Sideroad immediately east of Leslie Street include a very steep grade on the approach to the intersection. To the west, a combination of horizontal and a vertical curves exist with narrow lanes and no shoulders. Until recently, the intersection of St. John's Sideroad and Leslie Street operated under a stop control for east-west traffic. The intersection has recently been upgraded and operates under the control of traffic signals.

A recent traffic safety appraisal of the entire Regional road network indicates that both the intersection of St. John's Sideroad and Leslie Street and St. John's Sideroad in this area are operating safer than other similar roadways in the Province.

Despite the results of the safety appraisal, the recent upgrades to the intersection have introduced a potential safety issue now that the intersection is signalized. It is therefore proposed that the existing speed limit of 60-km per hour both east and west of the intersection be reduced to 50-km per hour to provide safer and smoother approach speeds. The location of the proposed speed zone change is shown in *Attachment 5*.

5. FINANCIAL IMPLICATIONS

The costs of the signs for the changes to the speed limit zones are included in the Roads Transportation 2001 Budget.

6. LOCAL MUNICIPAL IMPACT

The recommended revisions to the speed limits relate to the Regional road system with no direct impact on the municipalities. The revisions reflect the changes stemming from local development and the local concerns of speeding and safety. The changes to the posted

speed limit are intended to improve the level of speed compliance in areas where safety is an issue.

7. CONCLUSION

The Roads Transportation Branch initiated a review of the existing speed limit regulations to address various requests for speed reduction outside of the comprehensive annual speed limit review. The proposed speed limit changes will assist in standardizing the regulatory speed limit applications for each section of road, in accordance with the current roadway characteristics, speeds, and collision history.

A by-law is required before speed limits can be enforced. Therefore, the Regional Solicitor should prepare the necessary by-laws and a copy of this report should be forwarded to the Chief of Police, with a request to enforce these new regulations as their resources permit.

(A copy of the attachments referred to in the foregoing has been forwarded to each Member of Council with the August 29, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

10 STOP UP AND CLOSE BY-LAW PORTION OF DOREDA DRIVE TOWN OF GEORGINA

The Transportation and Works Committee recommends the adoption of the recommendation contained in the following report, August 15, 2001, from the Commissioner of Transportation and Works:

1. RECOMMENDATION

It is recommended that:

1. The Town of Georgina be advised that the Region of York has no objection to its intention to stop up and close a portion of the road allowance known as Doreda Drive, Plan 447, more particularly designated as Part 2, on Plan of Survey 65R-16653.

2. PURPOSE

In compliance with Section 44(1) of The Regional Municipalities Act, the Town of Georgina has notified the Region of its intention to stop up and close a portion of the road allowance known as Doreda Drive, Plan 447, more particularly designated as Part 2, on Plan of Survey 65R-16653. The closure of Doreda Drive will permit the construction of a mixed residential/commercial development on the Doreda Drive right-of-way. A sketch showing the subject site is appended to this report. (See *Attachment 1*)

3. ANALYSIS

The Region of York has received correspondence from the Town of Georgina to stop up and close a portion of Doreda Drive, South of Cameron Crescent.

The Transportation and Works Department has reviewed this request and has no objection to the stop up and close of this portion of Grace Street.

4. FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

5. LOCAL MUNICIPAL IMPACT

This report is in accordance with a request from the Town of Georgina.

6. CONCLUSION

Transportation and Works Department staff has reviewed this matter and have no objection to the Town of Georgina's intention to stop up and close a portion of Doreda Drive, south of Cameron Crescent.

(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the August 29, 2001, Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)

11
UPDATE – COMMITTEE PROCEEDINGS

The Transportation and Works Committee advises Council of the following matters having been considered by the Transportation and Works Committee with the following action:

DEPUTATION

1. Linda McCaffrey, Q.C., Lang Michener, representing Save the Rouge Valley System Inc., made a deputation regarding the Tender Award for the construction of Bayview Avenue, Contract 01-105, Project 8025. **Committee received the deputation by Linda McCaffrey, Q.C., Lang Michener, representing Save the Rouge Valley System Inc.** (Please refer to Item 4 for further details.)

COMMUNICATIONS

2. Bill Crothers, Chair, York Region District School Board, May 25, 2001, forwarding letter of thanks to Michael Brooks, Project Manager, Water for Tomorrow, regarding the Water for Tomorrow presentation to the April 9, 2001 Board Standing Committee meeting. **Received.**
3. Brian Ashton, Chair, Toronto Transit Commission, June 28, 2001, forwarding comments regarding the City of Vaughan recommendation that TTC staff participate in the development of terms of reference for a full Environmental Assessment study for the provision of a rapid transit link from Downsview Station to the Vaughan Corporate Centre. **Received.**
4. **The Committee resolved into Private Session to discuss the Tender Award for the construction of Bayview Avenue, Contract 01-105, Project 8025 at 10:40 a.m. The Committee rose from Private Session at 11:10 and passed the following resolution:**
 - a) **The tender of Miller Paving Limited in the amount of \$10,283,711.31 be accepted for the construction of Bayview Avenue (Y.R. 34) from Stouffville Road (Y.R. 14) to Bloomington Road (Y.R. 40) in the Towns of Richmond Hill and Aurora;**
 - b) **The Regional Solicitor be authorized to prepare the contract documents;**
 - c) **The Regional Chair and Clerk be authorized to sign the contract on behalf of the Region;**
 - d) **The Commissioner of Transportation and Works be authorized to disburse the funds allocated to this project in the approved 2001 budget;**
 - e) **Staff incorporate adequate funding in the draft 2002 Capital Program and Budget, for Council's subsequent approval, to complete the project in 2002;**
 - f) **Staff continue to meet and discuss the issue of amphibian road crossings with representatives of Save the Rouge Valley System Inc.; and**
 - g) **The contents of the report of the Commissioner of Transportation and Works, August 27, 2001, remain confidential.**

(Mayor Black declared an interest in the foregoing Item due to the fact there may be a connection between this project and matters discussed at the Ontario Municipal Board hearing relating to the Oak Ridges Moraine, and due to the fact

that her spouse is an environmental engineer on projects on the Oak Ridges Moraine. She left the private session and did not take part in Council's consideration or discussion of, or vote on, this item in either private session or public session.)

(Regional Council at its meeting on September 6, 2001, amended the foregoing Item, Recommendation (f), by inserting the following words after the word "discuss":

"alternatives regarding" so that each of the recommendations now reads: "Staff continue to meet and discuss alternatives regarding the issue of amphibian road crossings with representatives of Save The Rouge Valley System Inc."

The Transportation and Works Committee adjourned at 11:15 a.m.

Respectfully submitted,

**August 29, 2001
Newmarket, Ontario**

**Wm. Bell
Chair**

(Report No. 11 of the Transportation and Works Committee was adopted, as amended, by Regional Council at its meeting on September 6, 2001.)