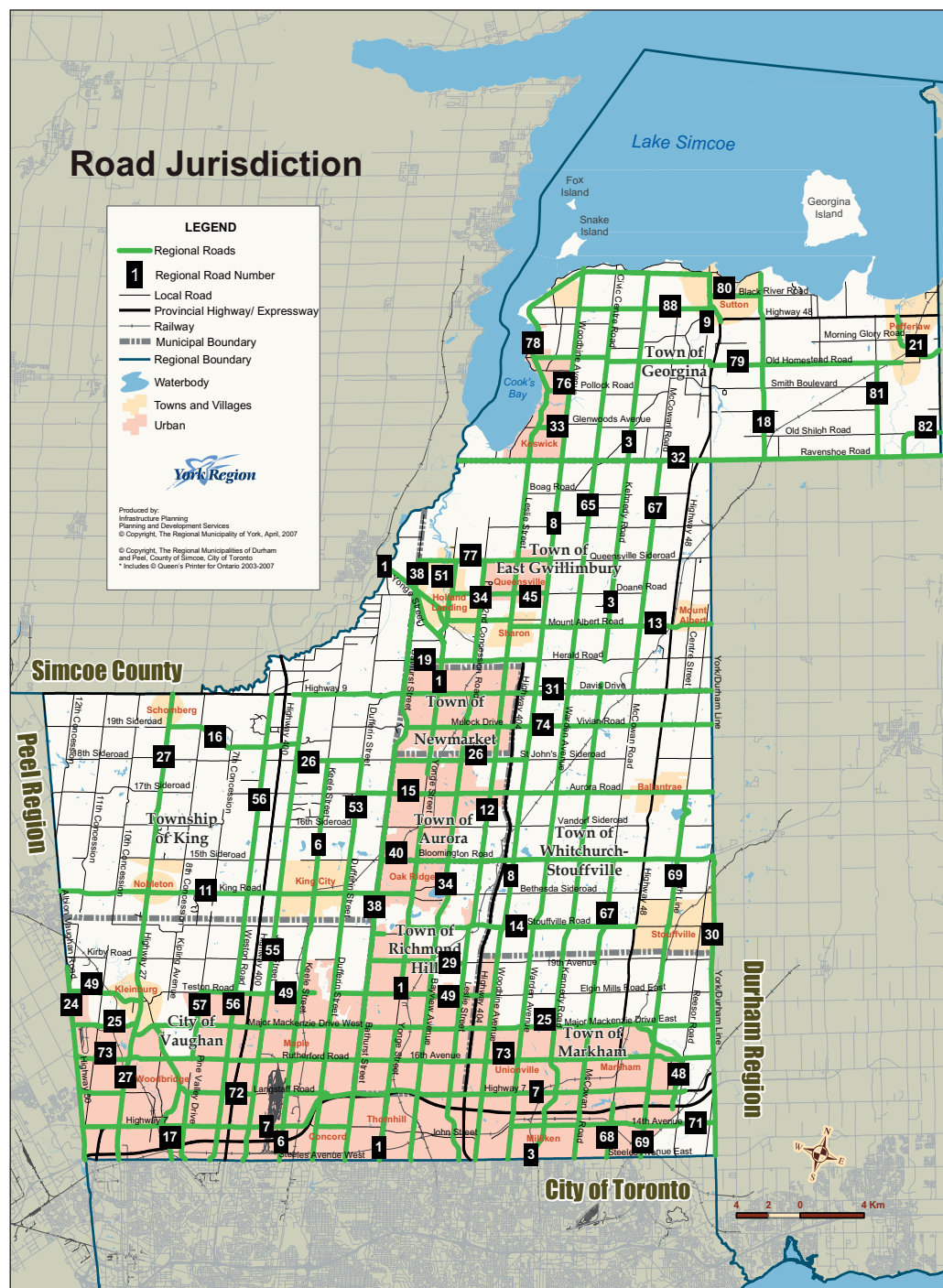


SECTION 1

Transportation Infrastructure



Road System in York Region

The road network includes a system of arterial roads and highways that crisscross the Region and are owned and operated by the local municipalities, the Region, and the Province of Ontario.

York's multi-jurisdictional road network performs most efficiently and safely if roads are designed and operated to serve their intended purposes. These purposes include provisions for all modes of travel and goods movement.

Local roads primarily provide access to individual properties. Consequently, traffic volumes and speeds on these roads are generally low. Collector roads provide connections for short distance trips within local neighbourhoods for both bus and car traffic.

Arterial roads and the Provincial expressway system provide major corridors for all traffic, including transit and trucks over medium to longer distance trips.

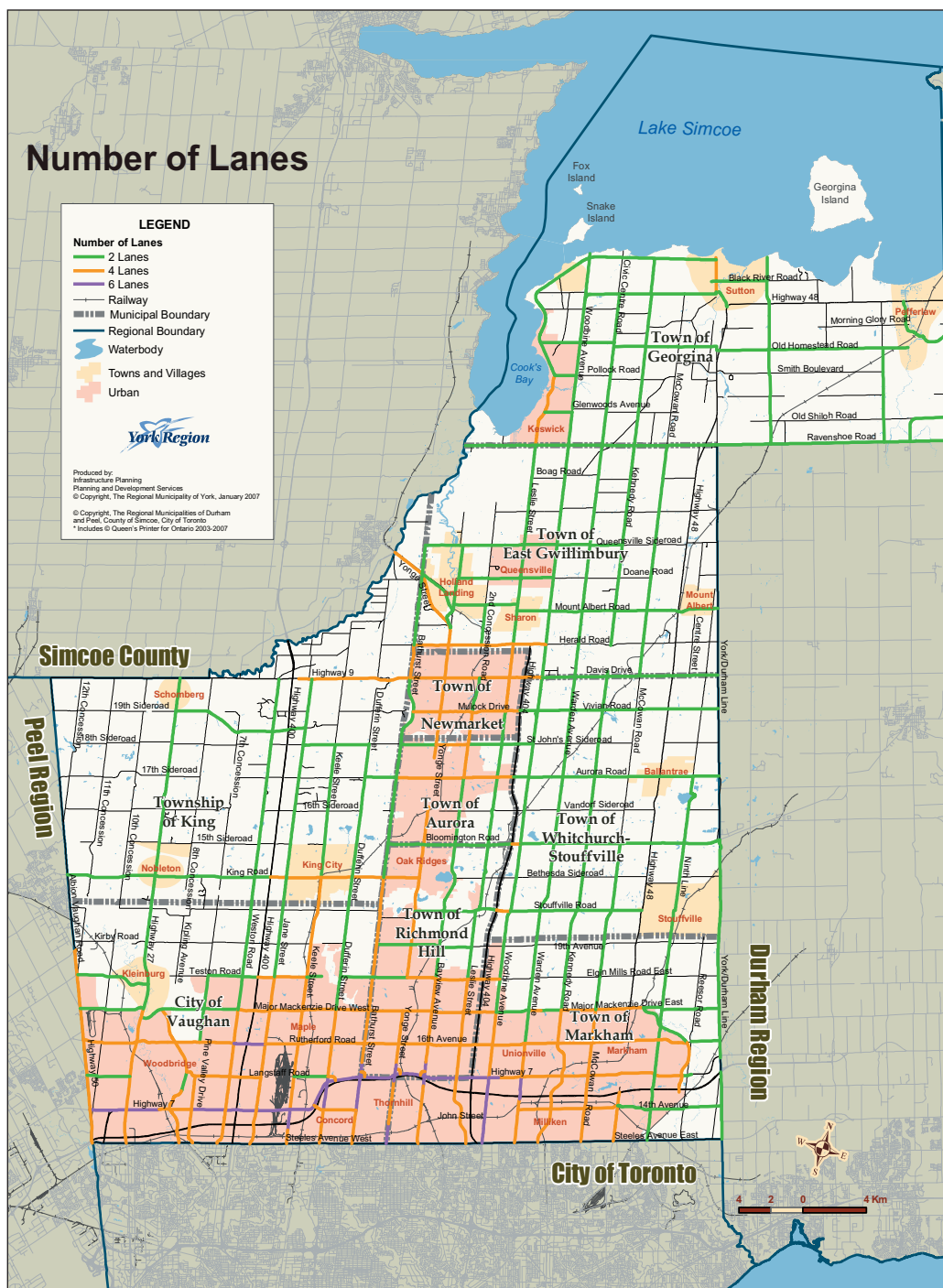
To report problems on a Regional road contact:

Roads Dispatch

Road Maintenance Section
Transportation and Works Department

Tel: (905) 895-1200 ext. 5200
Toll Free: 1-877-464-9675 ext. 5200

Email: dispatch@york.ca



Regional Road Network

York Region is responsible for most of the arterial roads in the Region, including former Provincial Highways 7, 11, 27, 47 and parts of 9, 48 and 50. In total, the Region is responsible for close to 3,300 lane kilometres of arterial roadways.

The Transportation and Works Department plans, constructs, and maintains both the road and transit networks.

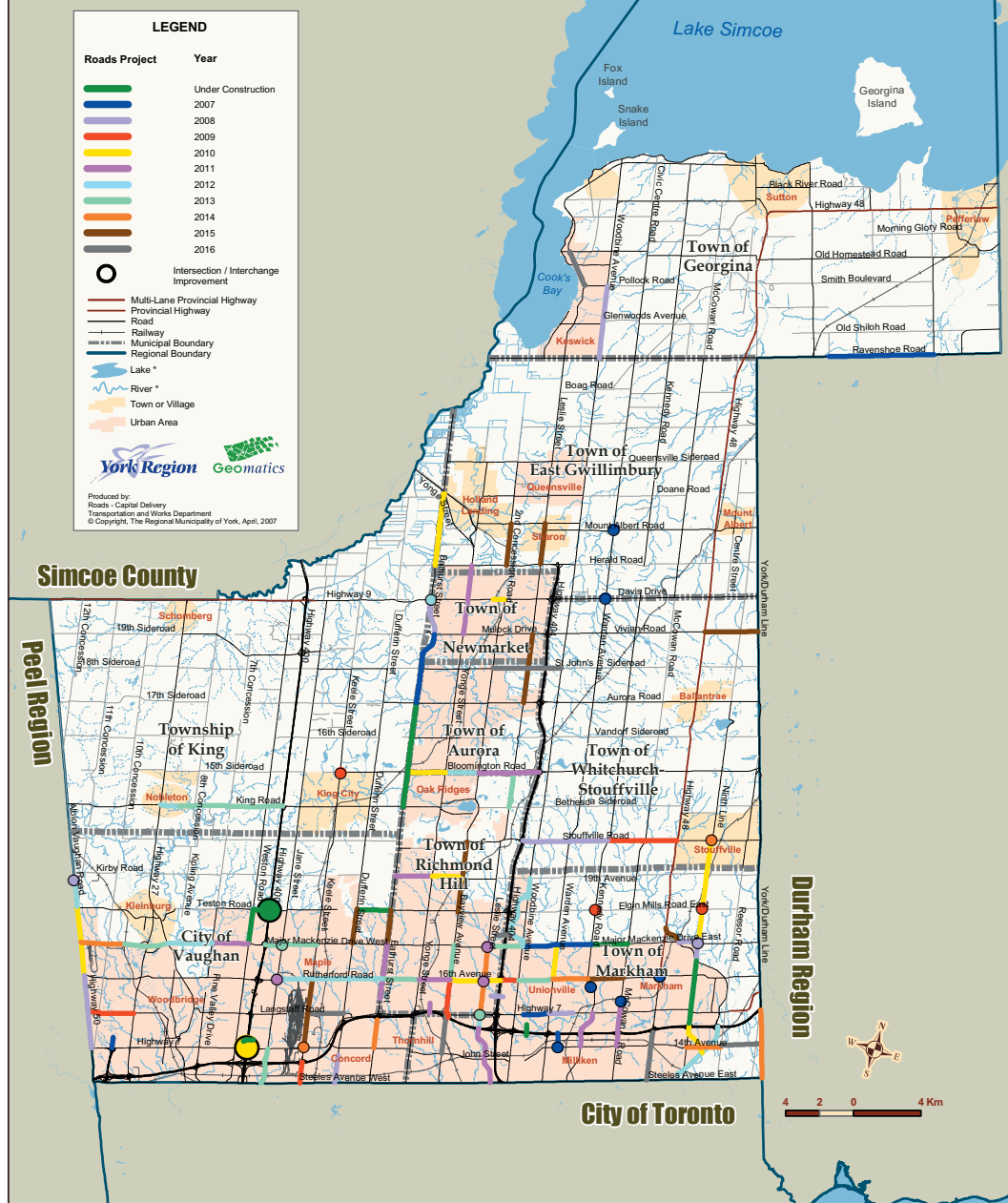
The typical road allowance width of Regional roads is 36 metres, with right-of-way widths of 45 metres or greater planned along a limited number of roads such as Highway 7, Yonge Street, Dufferin Street (Steeles Avenue to Clark Avenue) and, former Provincial Highway 27, to support rapid transit and additional traffic lanes. The Regional road system is coordinated with the Provincial and Municipal road systems, to protect rights-of-way for future system improvements and to recognize that these rights-of-way will increasingly be shared corridors for transit, goods, pedestrian and bicycle movements as well as above and below ground utilities.

The boundary arterial roads are generally under shared jurisdiction. Peel Region and York Region share jurisdiction of Highway 50 up to where it curves into Bolton. Peel maintains the road under contract with York. York Region and Durham Region share responsibilities for the boundary roads between them. York Region is responsible for maintaining York-Durham Line from Steeles Avenue to Bloomington Road and all of Ravenshoe Road. Durham is responsible for the rest of York-Durham Line and all of Lake Ridge Road.

Steeles Avenue at the southern edge of York Region is under the jurisdiction of the City of Toronto.

2007 - 10 YEAR ROADS CONSTRUCTION PROGRAM

APPROVED BY COUNCIL APRIL 19, 2007



2007 10 - Year Capital Roads Plan

The 2002 Transportation Master Plan (TMP) provides the framework for developing the current 10 year capital program. TMP supports the Regional goals of sustainability, which is measured through the 3 themes of sustainable natural environment, economic vitality and healthy communities.

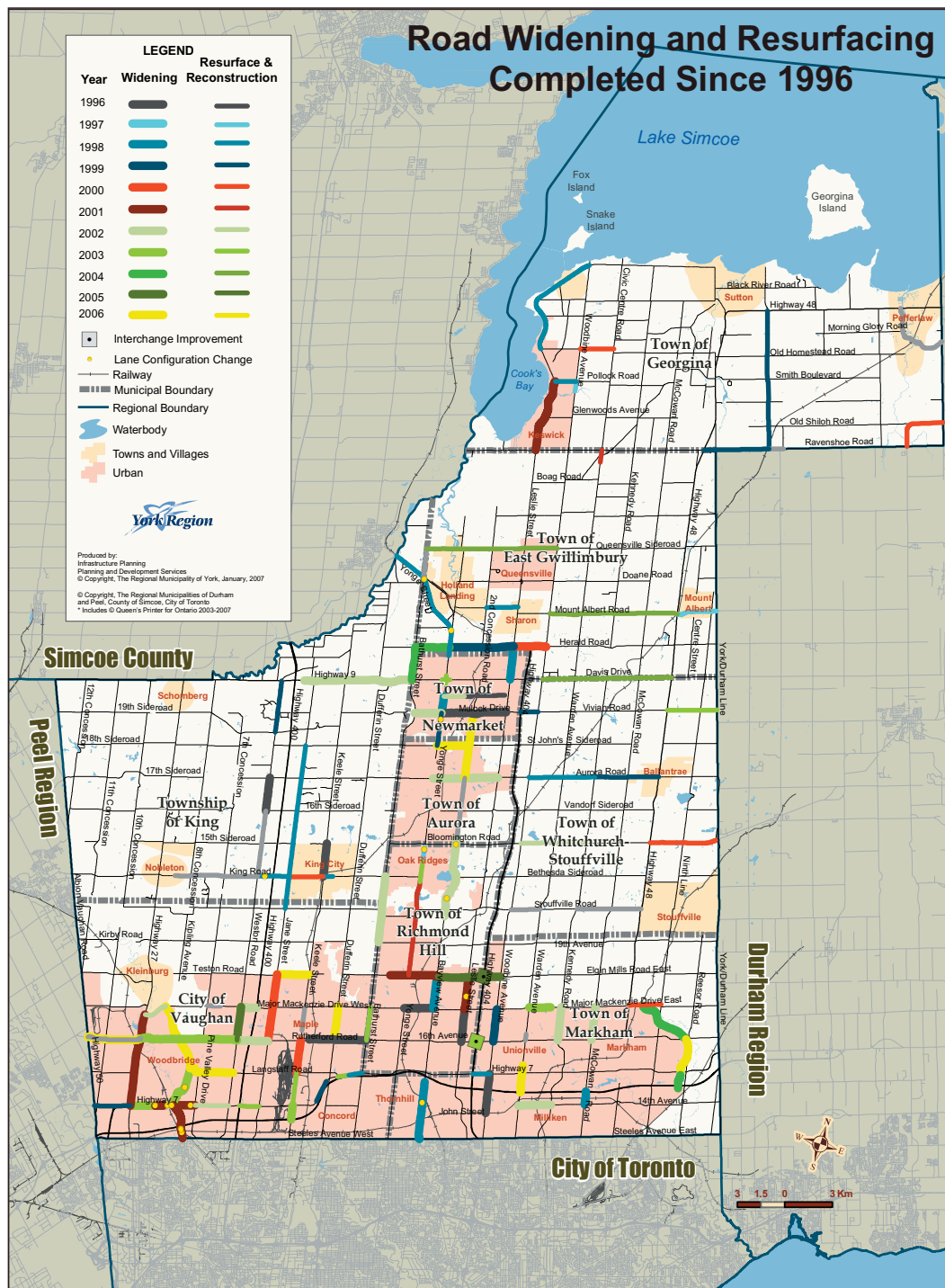
The Roads Capital Plan is a program of planned road and transit improvements to accommodate growth in population and employment in the Region and to upgrade existing roads to meet Regional standards. It is also geared towards meeting the Region's 2026 Vision goal of providing "Infrastructure for a Growing Region" with the focus of moving people.

In March 2007, Regional Council approved, in principle, the design and construction of High Occupancy Vehicle (HOV) Lanes for capital projects that involve a road widening from four to six lanes. The approved six-lane design standard now includes HOV and bicycle lanes.

The 2007 Roads Capital Programme prioritized roads that are identified for transit priority in the 2002 TMP. The Capital Plan also depicts the locations of ongoing, current, and future roads infrastructure improvements on regional roads.

For more information on individual project in the 10-year program, please visit the York Region Web Site.

Web Site: <http://www.york.ca/Services/Construction>



Road Widening and Resurfacing: 1996-2006

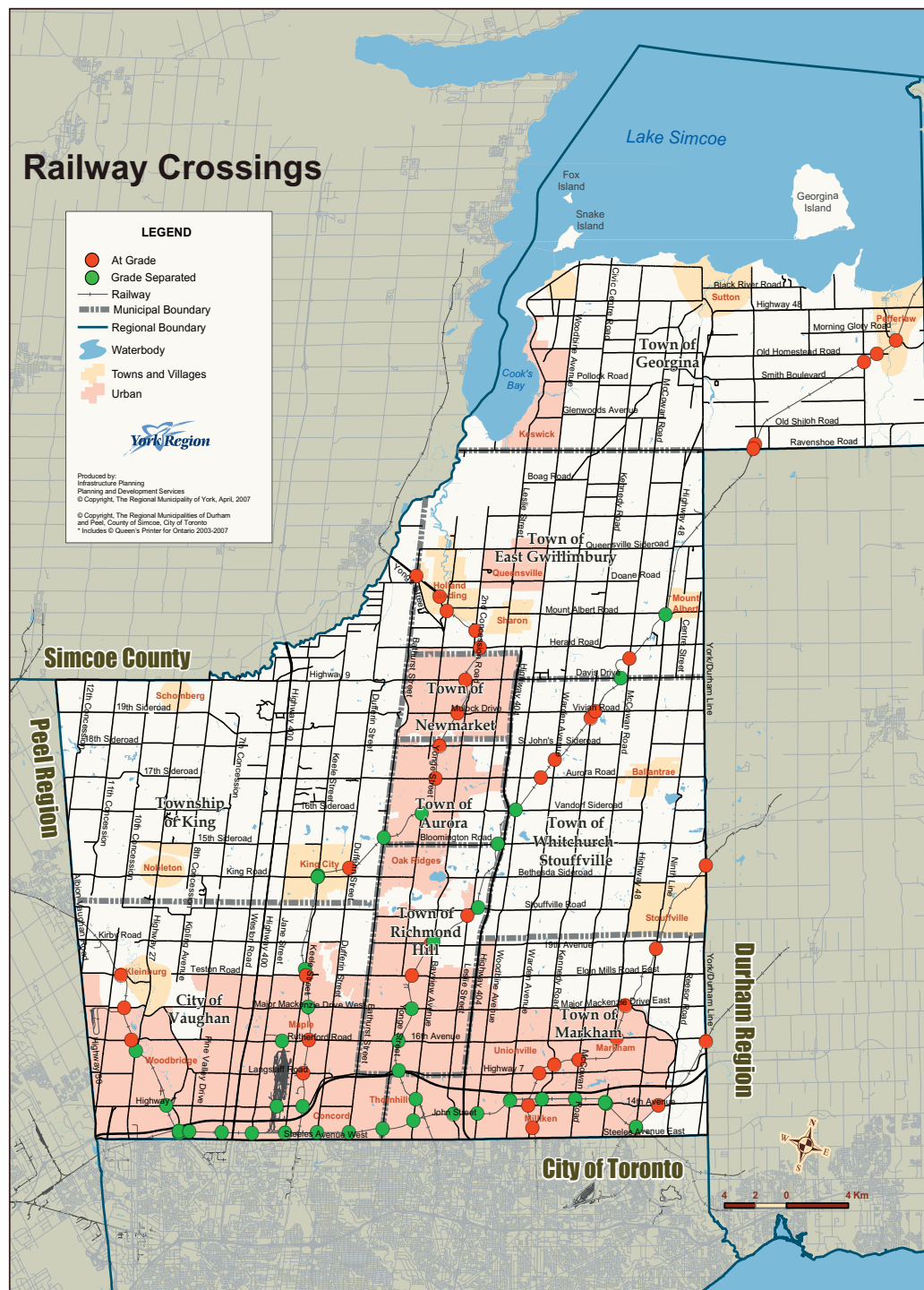
York Region is committed to continued improvement to existing infrastructure through road widenings and resurfacing. The adjacent map identifies road widenings and resurfacing projects that have been completed since 1996.

To optimise the delivery of different Regional infrastructure, road projects have always been co-ordinated with water, wastewater and other utilities, rapid transit, development construction and maintenance work projects wherever they coincide physically and from a timing standpoint. This coordination of road projects reduces public cost and inconvenience to the travelling public.

Road widenings help to ease congestion on York Region's more travelled roads while resurfacing projects help to ensure that infrastructure will continue to be in a state of good repair.



Railway Crossings



Railway Crossings

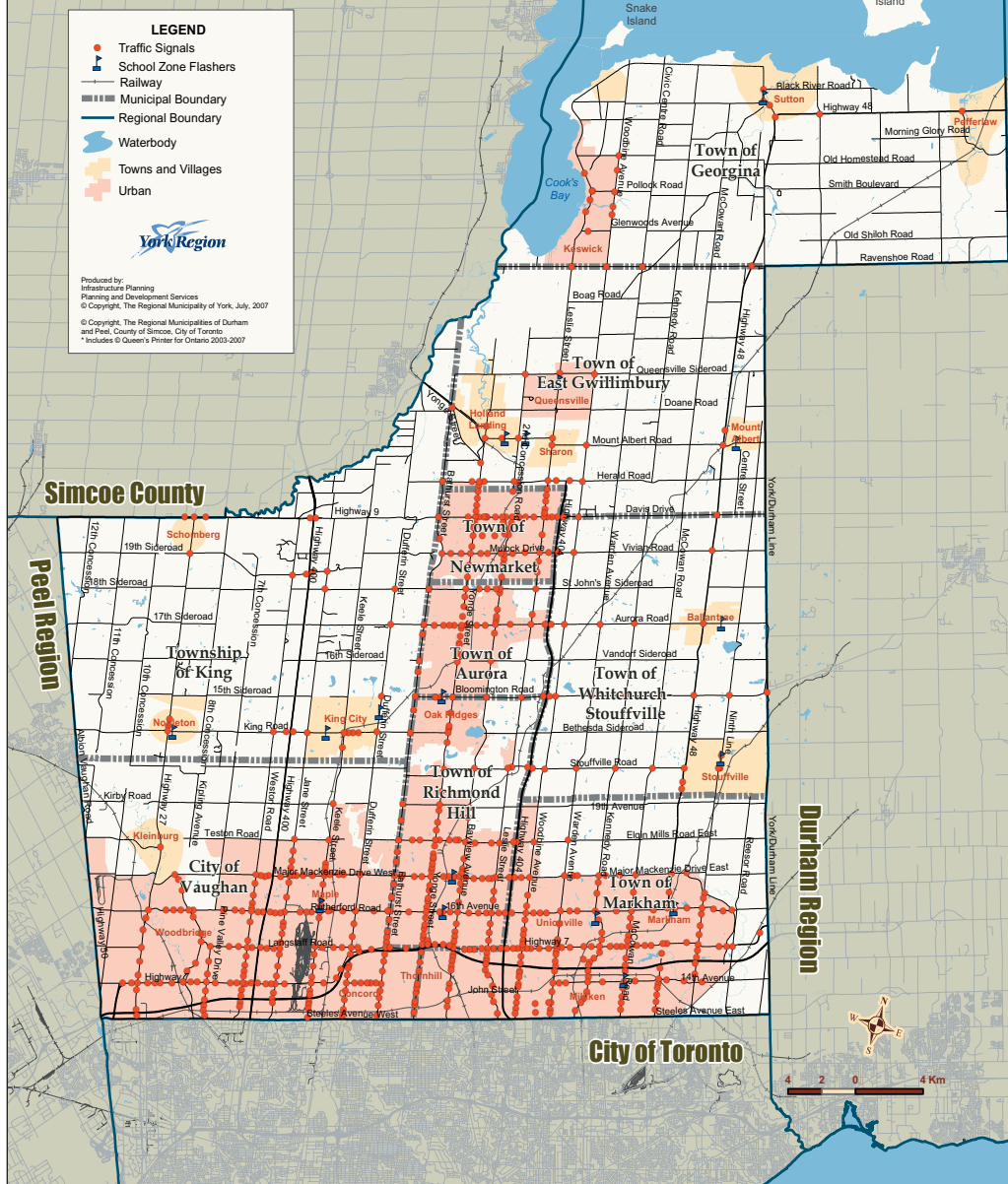
Factors such as traffic volume on both rail and road facilities, location, terrain, and roadway surface will determine the type of rail crossing implemented to protect public safety.

Grade separation of existing at grade rail crossings of Regional roads is an important aspect of the Region's 10-year Roads Construction Program. It provides for increased traffic capacity and improved traffic safety.

Existing and forecast traffic and train volumes are used in a hazard formula to calculate a Rail Exposure Index. This exposure index is used to rank the priority for various forms of crossing protection including the need to grade separate existing at-grade rail crossings. It is this priority ranking that forms the basis for inclusion in York Region's Roads Construction Program.



Regional Traffic Signals



Traffic Control Devices

York Region operates and maintains close to 700 traffic signals. The local municipalities in York maintain approximately 100 additional traffic signals. Regional signals are managed through the Region's **Centralized Traffic Control System (CTCS)**.

The CTCS allows the equipment controlling the traffic signals to communicate:

- Changes in traffic patterns that can be quickly identified and managed
- Traffic signal equipment problems that can be recognized faster and managed more efficiently
- The timing between traffic signals that can be coordinated and adjusted during different time periods so that:
 - Traffic moves more efficiently and safely
 - Delays to drivers are reduced
 - The effects on the environment are minimized
 - The capacity of existing roads is maximized

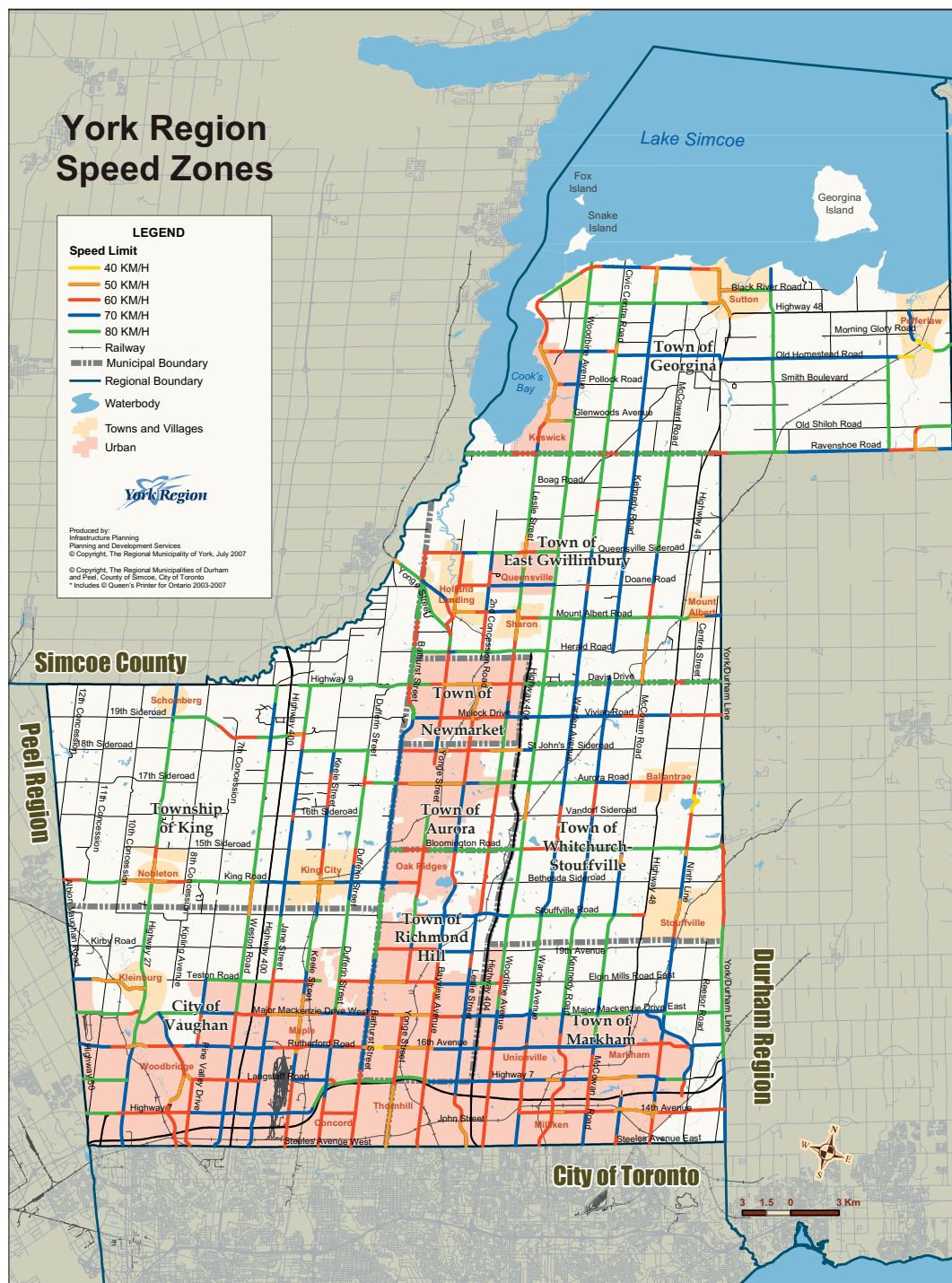
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York Region Speed Zones



Speed Zones

Speed limits are determined based partially on the comfort level of drivers and the design constraints of the roadway and environment. The goal is to set realistic speed limits to allow traffic to flow at a uniform rate of speed. This is key to increasing safety on our roadways and reducing collisions.

Each year, the Region undertakes studies and reviews all Regional roads to confirm or adjust speed limits for optimum road safety. This process involves a number of considerations including: on-street measurements of speeds, a review of collisions, the physical features of the road, and the effects of the transition of speed limits from one zone to the next.

These studies are required to establish optimum speed limits that reduce collisions, and driver frustration, while maintaining compliance with traffic laws.