

REGION OF YORK
CLERK'S OFFICE

FILE No. - 906

→ KLT

*The City Above Toronto*Clerk's Department
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1Tel (905) 832-8504
Fax (905) 832-8535

July 6, 2009

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

Dear Mr. Kelly:

RE: MAJOR MACKENZIE STREETSCAPE STUDY
(Addendum No. 2)Attached for your information is **Minute No. 150**, regarding the above noted matter which was passed by the Council of the City of Vaughan at its meeting of June 30, 2009.

Sincerely,

A handwritten signature of Jeffrey A. Abrams, consisting of a stylized "J" and "A" followed by a horizontal line.
Jeffrey A. Abrams
City ClerkAttachment:
Extract

JAA/pa

EXTRACT FROM COUNCIL MEETING MINUTES JUNE 30, 2009

150. MAJOR MACKENZIE STREETScape STUDY

(Addendum No. 2)

MOVED by Councillor Meffe
seconded by Regional Councillor Ferri

That the recommendation contained in the following report of the Maple Streetscape Community Advisory Committee, dated June 30, 2009, be approved:

CARRIED

Recommendation

The Maple Streetscape Community Advisory Committee recommends:

- (1) That the Streetscape Manager of York Region be requested to provide City staff (Director of Parks Development, Urban Designer), the necessary requirements for this project to facilitate approval of Regional funding, i.e. what is needed done by what date;
- (2) That prior to the next meeting of MSCAC in September, that City staff be requested to do their best in meeting the requirements by the Region, as recommended by the Regional Streetscape Manager, with a report to Committee of the Whole/Council requesting Members of Council on MSCAC to bring the project forward in order to receive the preliminary funding before September;
- (3) That the City Council resolution on this matter be forwarded to the Region for approval prior to the September 1, 2009 deadline;
- (4) That the City Clerk be requested to send an email to the Regional Streetscape Manager, forwarding the aforementioned recommendations from MSCAC for immediate attention prior to the September meeting;
- (5) That the Chair of MSCAC be requested to make the necessary follow-up with Regional Councillors Mario Ferri and Joyce Frustaglio to secure the Regional funding.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

City Council's resolution will be forwarded to the Region of York.

Purpose

In order to secure funding from the Region of York through the Municipal Streetscape Partnership Program for the Major Mackenzie Streetscape Study prior to the September 1, 2009 deadline, City of Vaughan Council is requested to approve and give effect to the aforementioned recommendation of the Maple Streetscape Community Advisory Committee.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES JUNE 30, 2009

Minute No. 150 – Page 2

Background - Analysis and Option

At a Maple Streetscape Community Advisory Committee Subcommittee meeting on June 8, 2009, it was made aware that the Major Mackenzie Streetscape Study could be eligible for funding under the York Region's Municipal Streetscape Partnership Program through a grant application that requires City Council's approval through the Municipal Streetscape Partnership Program

The Maple Streetscape Community Advisory Committee at its meeting on June 24, 2009 approved the following recommendation:

- (1) That the Streetscape Manager of York Region be requested to provide City staff (Director of Parks Development, Urban Designer), the necessary requirements for this project to facilitate approval of Regional funding, i.e. what is needed done by what date;
- (2) That prior to the next meeting of MSCAC in September, that City staff be requested to do their best in meeting the requirements by the Region, as recommended by the Regional Streetscape Manager, with a report to Committee of the Whole/Council requesting Members of Council on MSCAC to bring the project forward in order to receive the preliminary funding before September;
- (3) That the City Council resolution on this matter be forwarded to the Region for approval prior to the September 1, 2009 deadline;
- (4) That the City Clerk be requested to send an email to the Regional Streetscape Manager, forwarding the aforementioned recommendations from MSCAC for immediate attention prior to the September meeting;
- (5) That the Chair of MSCAC be requested to make the necessary follow-up with Regional Councillors Mario Ferri and Joyce Frustaglio to secure the Regional funding.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

The Regional implications are unknown at this time.

Conclusion

The Maple Streetscape Community Advisory Committee is requesting Council's approval approval to give effect to MSCAC's recommendation in order to secure funding from the Region of York through the Municipal Streetscape Partnership Program for the Major Mackenzie Streetscape Study prior to the September 1, 2009 deadline.

Attachments

N/A

Report prepared by:

Lilian Pagnanelli, Assistant City Clerk, Ext. 8698

MAJOR MACKENZIE STREETSCAPE STUDY

Recommendation

The Maple Streetscape Community Advisory Committee (MSCAC) recommends:

- 1) That the Streetscape Manager of York Region be requested to provide City staff (Director of Development Planning), the necessary requirements for this project to facilitate approval of Regional funding, i.e. what is needed done by what date;
- 2) That prior to the next meeting of MSCAC in September, that City staff be requested to do their best in meeting the requirements by the Region, as recommended by the Regional Streetscape Manager, with a report to Committee of the Whole/Council requesting Members of Council on MSCAC to bring the project forward in order to receive the preliminary funding before September;
- 3) That the City Council resolution on this matter be forwarded to the Region for approval prior to the September 1, 2009 deadline;
- 4) That the City Clerk be requested to send an email to the Regional Streetscape Manager, forwarding the aforementioned recommendations from MSCAC for immediate attention prior to the September meeting; and
- 5) That the Chair of MSCAC be requested to follow-up as necessary with Regional Councillors Mario Ferri and Joyce Frustaglio to secure the Regional funding.

Contribution to Sustainability

N/A

Economic Impact

N/A

Communications Plan

City Council's resolution will be forwarded to the Region of York.

Purpose

In order to secure funding from the Region of York through the Municipal Streetscape Partnership Program for the Major Mackenzie Streetscape Study project prior to the September 1, 2009 deadline, City of Vaughan Council's approval is necessary to give effect to the aforementioned recommendation of the Maple Streetscape Community Advisory Committee.

Background - Analysis and Option

The Maple Streetscape Community Advisory Committee Subcommittee at its meeting on June 8, 2009, was made aware that the Major Mackenzie Streetscape Study project could be eligible for funding under the York Region's Municipal Streetscape Partnership Program through a grant application that requires City Council's approval through the Municipal Streetscape Partnership Program.

The Maple Streetscape Community Advisory Committee, at its meeting on June 24, 2009, approved the following recommendation:

- (1) That the Streetscape Manager of York Region be requested to provide City staff (Director of Development Planning), the necessary requirements for this project to facilitate approval of Regional funding, i.e. what is needed done by what date;
- (2) That prior to the next meeting of MSCAC in September, that City staff be requested to do their best in meeting the requirements by the Region, as recommended by the Regional Streetscape Manager, with a report to Committee of the Whole/Council requesting Members of Council on MSCAC to bring the project forward in order to receive the preliminary funding before September;
- (3) That the City Council resolution on this matter be forwarded to the Region for approval prior to the September 1, 2009 deadline;
- (4) That the City Clerk be requested to send an email to the Regional Streetscape Manager, forwarding the aforementioned recommendations from MSCAC for immediate attention prior to the September meeting; and
- (5) That the Chair of MSCAC be requested to follow-up as necessary with Regional Councillors Mario Ferri and Joyce Frustaglio to secure the Regional funding.

Relationship to Vaughan Vision 2020/Strategic Plan

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

Regional Implications

There will be Regional implications with respect to the funding request.

Conclusion

The Maple Streetscape Community Advisory Committee is requesting Council approve the MSCAC's recommendation with respect to securing funding from the Region of York through the Municipal Streetscape Partnership Program for the Major Mackenzie Streetscape Study project prior to the September 1, 2009 deadline.

Attachments

N/A

Report prepared by:

Lilian Pagnanelli, Assistant City Clerk, Ext. 8698

Respectfully submitted,


David Bingham

Chair, Maple Streetscape Community Advisory Committee

REGION OF YORK
CLERK'S OFFICE

FILE No. - Trans.
Serv.



Clerk's Department
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1

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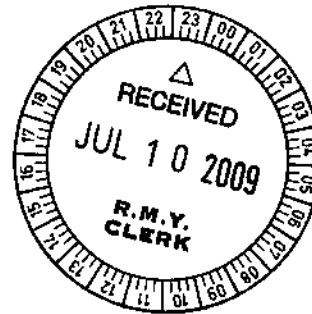
FOR INQUIRIES: PLEASE QUOTE ITEM & REPORT NO.

July 6, 2009

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

Dear Mr. Kelly:

**RE: KING HIGH DRIVE UPDATE
CENTRE MEDIAN CONSTRUCTION
WARD 4**



Attached for your information is **Item 25, Report No. 35**, 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 June 30, 2009.

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

That the Region of York be requested to construct the proposed centre median on Dufferin Street at King High Drive with an enhanced landscaping plan, similar to those on Dufferin Street south of Centre Street.

The Region of York's favourable consideration of this request would be appreciated.

Sincerely,

Jeffrey A. Abrams
City Clerk

Attachment:

Extract

1. Location Map
2. Letter, Questionnaire and Proposed Centre Median

JAA/pa

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 30, 2009

Item 25, Report No. 35, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 30, 2009.

25

KING HIGH DRIVE UPDATE CENTRE MEDIAN CONSTRUCTION WARD 4

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated June 23, 2009:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the Region of York be requested to construct the proposed centre median on Dufferin Street at King High Drive with an enhanced landscaping plan, similar to those on Dufferin Street south of Centre Street;
2. That the Parks and Forestry Operations Department provide service maintenance on the landscaped median until such as time the median is equipped and operational with an underground irrigation system; and
3. That the City fund 50 percent of the cost in the amount of \$95,000 for the construction of the proposed landscaped centre median once completed by the Region of York in accordance with the Region of York Municipal Streetscape Partnership Program. The project will be funded through the Municipal Roads and Infrastructure Grant from the Province of Ontario.
4. That the inclusion of the matter on a public Committee or Council agenda for the additional funding request identified as King High Drive – Centre Median Construction is deemed sufficient notice pursuant to Section 2 (1) (c) of By-law 394-2002.

Contribution to Sustainability

The construction of the proposed centre median on Dufferin Street and the modifications to the traffic signal operation at the intersection of Dufferin Street and Centre Street will improve the overall travel movements on the surrounding Regional and City roadways.

Economic Impact

There will be an impact to the 2009 Capital Budget of \$95,000 which is the 50 percent share by the City for the overall construction cost of the upgraded median. This represents a \$25,000 incremental increase over the estimated \$70,000 cost of the basic median which would have been paid entirely by the City of Vaughan. The source of funding for the work is the Municipal Roads and Infrastructure Grant from the Province of Ontario. The on-going costs for regular maintenance of the landscaped median will be incorporated in future Operating Budgets.

Communication Plan

Once the construction date has been confirmed, a notice of construction letter will be sent out to those affected residents within 100 metres of the intersection and the Ratepayers Association. City of Vaughan staff will maintain discussion and coordination throughout the construction of the project. Engineering Services staff will discuss the planned design of the centre median with Parks and Forestry Operations Department staff and Policy Planning/Urban Design staff.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 30, 2009

Item 25. CW Report No. 35 – Page 2

Purpose

To provide an update and the status of the proposed centre median to be constructed on Dufferin Street at King High Drive.

Background - Analysis and Options

Dufferin Street is an arterial roadway and the intersection of King High Drive and Dufferin Street is under the jurisdiction of the Region of York. King High Drive is a local roadway under the jurisdiction of the City of Vaughan. The area road network is shown on Attachment No. 1.

At its meeting of May 22, 2007, Council approved a temporary closure of King High Drive near the east property limit of the commercial development for a trial period (one year). The closure was implemented in August 2007. Break-away bollards were installed across King High Drive east of Dufferin Street near the commercial development. Notices were mailed out to the residents of King High Drive and Belfield Court notifying them of the approved temporary closure. In November 2007, Council requested an interim report to the Committee of the Whole in six months on the impacts of the closure. The interim report was considered by Council at its meeting of May 26, 2008. Council directed that staff continue the review of the traffic impact and provide a final report to Committee of the Whole in October, 2008.

At its meeting of November 24, 2008, Council approved that the Region of York implement a right in/right out centre median on Dufferin Street at King High Drive and that the existing barriers on King High Drive be removed. The Region of York considered the recommendation from Vaughan Council regarding the implementation of the centre median. By letter dated December 24, 2008, Regional staff advised that the design of the median must be to Regional requirements and that all costs related to the design and construction of the centre median island will be the responsibility of the City of Vaughan. The original centre median design was to be constructed as a raised concrete platform and was expected to cost approximately \$70,000.

The Region of York is reconstructing and widening Dufferin Street south of Centre Street to include HOV lanes, bicycle lanes and landscaped centre medians. The Region has also advised that they will be resurfacing Dufferin Street north to the 407/ETR interchange and plan to include HOV and bicycle lanes along this road section. Discussions with the Region have provided the opportunity to enhance the median design similar to those south of Centre Street and the total cost will be split 50/50 based on their Municipal Streetscape Partnership Program should Council wish to construct a landscaped median at King High Drive.

Centre Median

Engineering Services staff have had meetings with Region of York staff on the timing, construction, maintenance and enhancement of the median to be constructed. The Region of York will construct the median with the landscaping design used for those medians located on Dufferin Street south of Centre Street. Engineering Services staff will submit a Municipal Streetscape Partnership Policy Application form to the Region of York for the enhancement of the centre median. The Region indicated that the estimated time of completion for the work is the end of August 2009. The Region will build the median with the provision of an underground irrigation system from a water service connection as determined by City staff. The Region advised that the landscaped medians in the section of Dufferin Street being widened south of Centre Street are being equipped with an irrigation system. The provision for a future irrigation system at Dufferin/King High will limit any delays with the construction of the median. City staff can complete the design and installation of an irrigation system at a later date.

The additional source of funding for this work would be taxation. The project will be included in the 2010 Capital Budget submission for consideration during the budget deliberations. Source of funding is Municipal Roads and Infrastructure Grant from the Province of Ontario.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 30, 2009

Item 25, CW Report No. 35 – Page 3

Questionnaire – Proposed Median

Engineering Services staff met with Region of York staff in December 2008 with respect to the design of the centre median to be constructed on Dufferin Street at King High Drive. From that meeting, the Region requested that City staff receive feedback from the affected property owners at the intersection, on the construction of the proposed centre median. Engineering Services staff sent out a letter and questionnaire on February 12, 2009 to the owners of the 3 properties on the east side of Dufferin Street at King High Drive and to the owners of the 2 parcels of vacant land on the west side of Dufferin Street south of the Patricia Kemp Community Centre. Engineering Services staff received 1 reply to the questionnaire from one of the property owners on the west side of Dufferin Street indicating they wanted full access at King High Drive. However, there is a signalized intersection at Beverly Glen Boulevard to the north which would be the appropriate location for any full access. City staff are dealing with this issue pursuant to Council's direction regarding the Patricia Kemp Community Centre. There are no submitted development applications with the City for the 2 parcels of vacant land on the west side of Dufferin Street.

Refer to Attachment No. 2 for the letter, questionnaire and proposed centre median.

Dufferin Street and Centre Street

Region of York staff have sent to the Ministry of Transportation revised traffic signal drawings regarding the implementation of the southbound protected/permissive operation at the intersection. Upon preparing this report, the Region of York has not received approval notification from the Ministry of Transportation. Engineering Services staff have been advised that once the approval has been received from the Ministry of Transportation, York Region staff will expedite the required modifications at the intersection.

Relationship to Vaughan Vision 2020/Strategic Plan

Enhance and Ensure Community Safety, Health & Wellness – to advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

This report is consistent with the priorities previously set by Council.

Regional Implications

The Region of York has been part of the process on the various alternatives which have been documented in this report and others. The various alternatives affect traffic movements at the intersection of King High Drive and Dufferin Street.

The Ministry of Transportation has advised that in order for the implementation of the southbound protected/permissive operation at the Dufferin/Centre Street intersection, improvements would be required and revised drawings have been submitted by the Region to reflect those changes for MTO approval.

Conclusion

Should Council concur with this proposed additional funding request, this action would be considered as an amendment to the 2009 Capital Budget. Pursuant to the Municipal Act Section 291 (1) before amending a budget, a municipality shall give notice of its intention to amend the budget at a Council Meeting. That the inclusion of the matter on a Public Committee or Council agenda with respect to the funding request for this capital project identified as King High Drive-Centre Median Construction is deemed to be sufficient notice pursuant to Section 2 (1) (c) of By-law 394-2002.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 30, 2009

Item 25, CW Report No. 35 – Page 4

Engineering Services staff will continue to work with York Region staff on the design and construction of the proposed centre median on Dufferin Street at King High Drive this summer.

Attachments

1. Location Map
2. Letter, Questionnaire and Proposed Centre Median

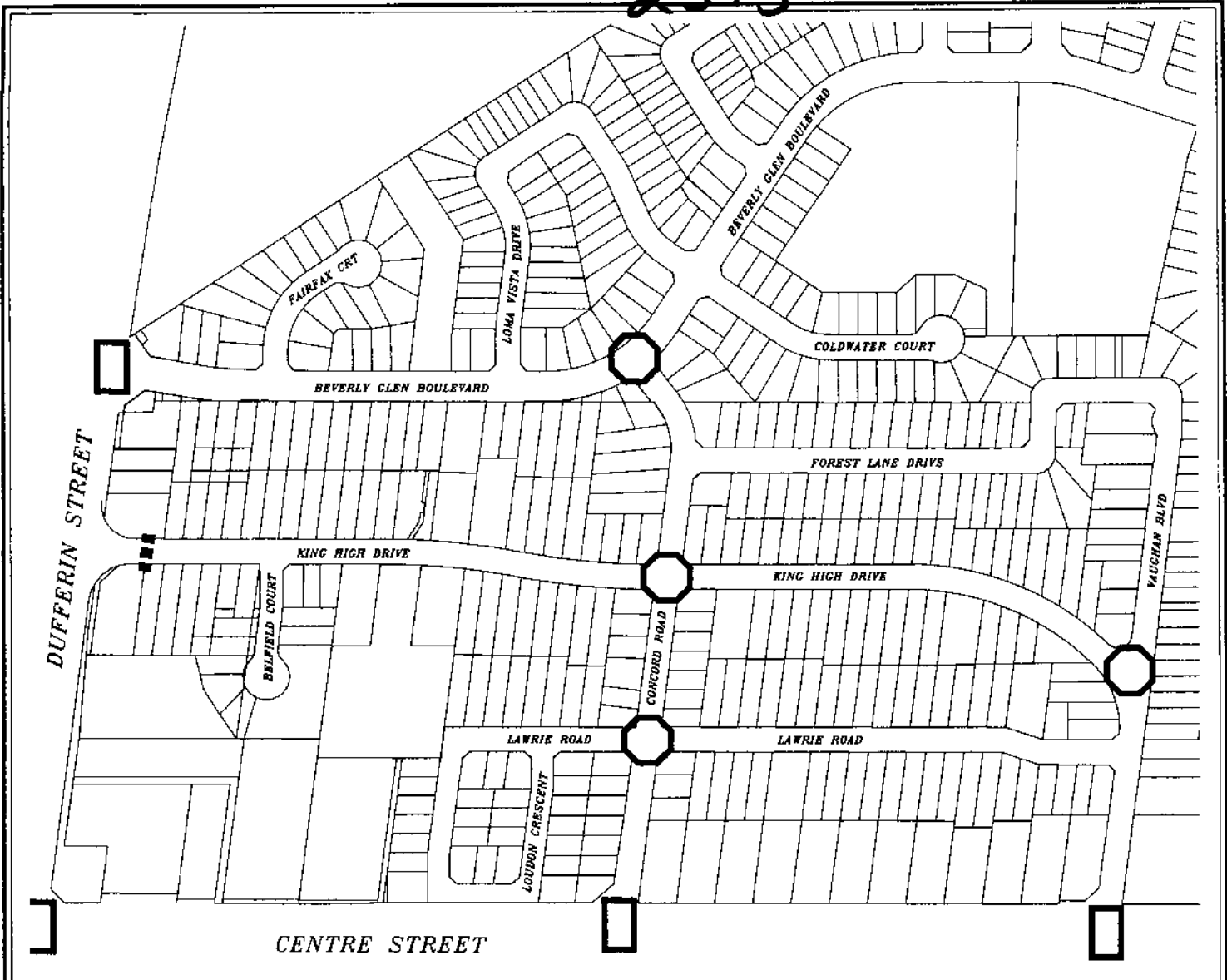
Report prepared by:

Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

(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.)

ATTACHMENT No. 1

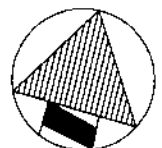
25.5



KING HIGH DRIVE TEMPORARY CLOSURE LOCATION PLAN

LEGEND

- TEMPORARY ROAD CLOSURE
- EXISTING TRAFFIC SIGNALS
- EXISTING ALL-WAY STOP CONTROL

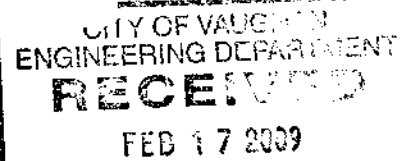


NOT TO SCALE

ATTACHMENT NO. 2



25.6



February 12, 2009

To: Ward 4 Sub Committee
Mayor Linda D. Jackson
Regional Councillor Joyce Frustaglio
Regional Councillor Mario Ferri
Regional Councillor Gino Rosati
Local Councillor Sandra Yeung Racco

Subject: King High Drive / Dufferin Street Proposed Median

Attached is a copy of the letter and questionnaire that we are sending out to the owners of the 3 affected developed properties on the east side of Dufferin Street at King High Drive and to the owners of the 2 parcels of vacant land on the west side of Dufferin Street. This material is being sent to the property owners as required by the Region of York in order to gauge support for the construction of the proposed centre median on Dufferin Street.

We will provide an update once the questionnaires are completed and returned.

Respectfully submitted

Bill Robinson,
Commissioner of Engineering and Public Works
(ext. 8247)

Encl.

cc: Michael DeAngelis, City Manager
Mike Dokman, Supervisor, Traffic Engineering

memorandum

February 11, 2009

KING HIGH DRIVE / DUFFERIN STREET
PROPOSED MEDIAN

At its meeting of November 24, 2008, City of Vaughan Council considered a report regarding the review of the one year trial closure of King High Drive at Dufferin Street.

Council directed at their meeting:

"That the Region of York be requested to implement a right-in/right out centre median and southbound traffic prohibitions onto King High Drive and that the barriers at King High Drive be removed at that time only".

City staff contacted Region of York staff regarding the proposed centre median. The Region of York requested that a survey of the residents and businesses in the immediate area be conducted by the City of Vaughan to establish support for the construction of the median.

The attached air photo has been marked up to show a conceptual design of the centre median. The median would allow traffic from King High Drive to turn right (north) on Dufferin Street and northbound traffic on Dufferin Street to turn right (east) on King High Drive. It would prohibit southbound traffic on Dufferin Street from turning left (east) on King High Drive and similarly would prevent traffic exiting King High Drive from turning left (south) on Dufferin Street.

As per Council's direction, when the median is constructed, the closure on King High Drive will be removed to allow traffic along King High Drive between Dufferin Street and Concord Road.

We would appreciate your views on the proposed centre median and request that you complete the questionnaire below and return the completed form to us in the attached postage paid envelope to the City of Vaughan or by fax to (905) 303-2045 or by scanning and e-mailing the form to Mike Dokman at mike.dokman@vaughan.ca.

Please return the completed form by February 27, 2009.

25.8

KING HIGH DRIVE / DUFFERIN STREET
PROPOSED MEDIAN

- ☐ I am not opposed to the construction of the proposed centre median on Dufferin Street.
- ☐ I do not support the construction of the proposed centre median on Dufferin Street.

Comments:

Response from:

Name: _____

Address: _____

Telephone #: _____

Please feel free to contact Mike Dokman, at (905) 832-8585 ext 3118, should you have any questions.

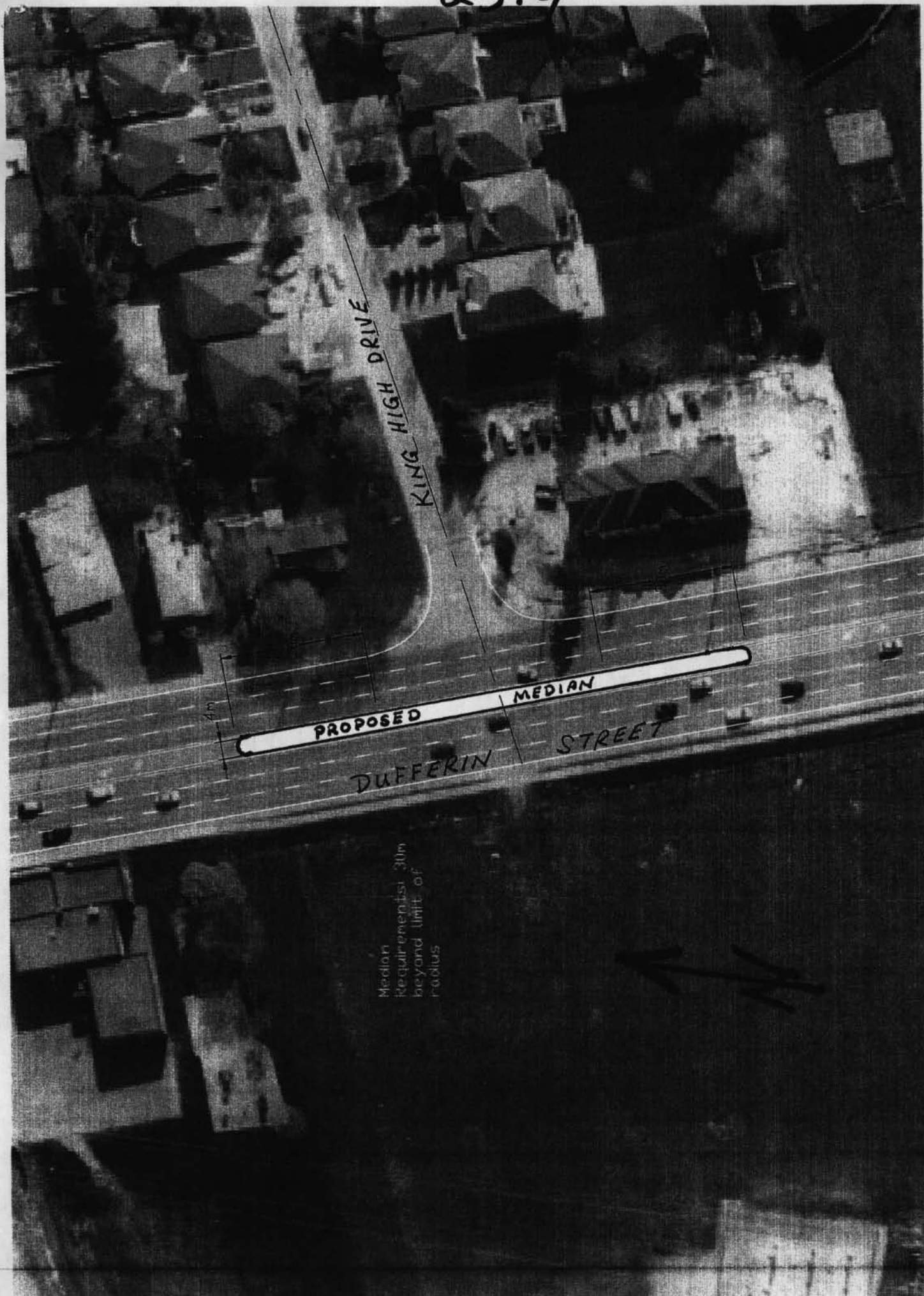
Sincerely,

Mike Dokman, C.E.T.
Supervisor, Traffic Engineering

Encl. Air photo with conceptual median configuration

Copy: Mayor Linda D. Jackson
Regional Councillor, Joyce Frustaglio
Regional Councillor, Mario Ferri
Regional Councillor, Gino Rosati
Local Councillor, Sandra Yeung Racco
Bill Robinson, Commissioner of Engineering and Public Works

25.9



July 7, 2009



Resolution Number 2009-738

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

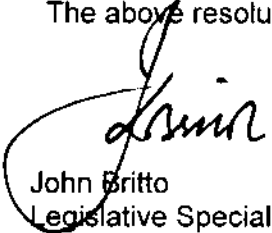
Subject: Caledon Transportation Needs Study Update

I am writing to advise that Regional Council approved the following resolution at its meeting held on Thursday, June 25, 2009:

That copies of the report of the Commissioner of Environment, Transportation and Planning Services, dated March 16, 2009, titled "Caledon Transportation Needs Study Update" and the supporting technical study report having the same title, be forwarded to the Town of Caledon, City of Brampton, City of Mississauga, Metrolinx, Ontario Ministry of Transportation (MTO), Ontario Ministry of Energy and Infrastructure, Ontario Ministry of Municipal Affairs and Housing, Region of Halton, County of Wellington, County of Dufferin, County of Simcoe, Region of York, Town of Halton Hills, Town of Erin, Township of East Garafraxa, Town of Orangeville, Town of New Tecumseh, Township of King, and City of Vaughan for their information;

And further, that the Regional Chair write to the Minister of Transportation of Ontario requesting the Province to initiate the development of a longer term plan to accommodate provincial traffic which will have to pass through the Town of Caledon, a plan which should include the extension of Highway 427 north to Highway 9.

The above resolution is provided for your information.


John Britto
Legislative Specialist
JB:rm

c: Dan Labrecque, Commissioner of Environment, Transportation and Planning Services

DATE: March 16, 2009

SUBJECT: CALEDON TRANSPORTATION NEEDS STUDY UPDATE

FROM: Dan Labrecque, Commissioner of Environment, Transportation
and Planning Services

RECOMMENDATION

That copies of the report of the Commissioner of Environment, Transportation and Planning Services, dated March 16, 2009, titled "Caledon Transportation Needs Study Update" and the supporting technical study report having the same title, be forwarded to the Town of Caledon, City of Brampton, City of Mississauga, Metrolinx, Ontario Ministry of Transportation (MTO), Ontario Ministry of Energy and Infrastructure, Ontario Ministry of Municipal Affairs and Housing, Region of Halton, County of Wellington, County of Dufferin, County of Simcoe, Region of York, Town of Halton Hills, Town of Erin, Township of East Garafraxa, Town of Orangeville, Town of New Tecumseh, Township of King, and City of Vaughan for their information;

And further, that the Regional Chair write to the Minister of Transportation of Ontario requesting the Province to initiate the development of a longer term plan to accommodate provincial traffic which will have to pass through the Town of Caledon, a plan which should include the extension of Highway 427 north to Highway 9.

REPORT HIGHLIGHTS

- The Caledon Transportation Needs Study Update is a joint project by Region of Peel and the Town of Caledon. It is a reference document to help identify and assess the potential transportation improvements needed to accommodate future traffic demand within Caledon.
- Traffic capacity analyses using screenlines was based on the assumption of currently planned Regional Road widenings and improvements being in place. The study found that there is a need for additional transportation improvements in Caledon, including road improvements, use of travel demand management measures (e.g., carpooling), and improvements to inter-regional public transit services due to the additional population and employment growth and the provincial decision to shorten the extension of Highway 427 to Major Mackenzie Drive (instead of extending it to Highway 9).
- Key areas of concern include: peak period congestion on the road network and a high percentage of through trips. Projected future traffic volumes will exceed the available road capacity in the medium to long term future.
- There is an urgent need for the Province to complete the construction of the Highway 410 extension north to Highway 10 and the widening of Highway 10 north to Orangeville; planning and construction of the extension of Highway 427 from Highway 7 to Major Mackenzie Drive; and to examine the further extension of Highway 427 from Major Mackenzie Drive to north of Highway 9.

CALEDON TRANSPORTATION NEEDS STUDY UPDATE

DISCUSSION

1. Background

In 2004, the Region of Peel and the Town of Caledon jointly conducted the *Caledon Transportation Needs Study (CATS)* to assess and identify the potential transportation improvements needed to accommodate future traffic demand within Caledon. Since that time, a number of changes have occurred that prompted the need for an update to CATS. The changes are as follows:

- Increased future population and employment levels have been projected in order to meet the growth targets outlined in the *Provincial Growth Plan*. Caledon Council has endorsed new population and employment forecasts that confirm Caledon's currently approved 2021 numbers, and project substantial additional population and employment growth between 2021 and 2031 (e.g. 108,000 population by 2031, as compared to the 84,400 population by 2021 assumed in the previous CATS).
- The *427 Transportation Corridor Environmental Assessment* being undertaken by the Ontario Ministry of Transportation (MTO) recently identified, as a preliminary preferred option, that Highway 427 is to be extended from Highway 7 to the vicinity of Major Mackenzie Drive. The previous CATS assumed that Highway 427 would be extended further north to the Highway 9 area. This will have significant traffic impacts on the roads in Caledon.
- Several other new transportation studies have recently been initiated that will have future implications on Caledon. These studies include: *427 Transportation Corridor Environmental Assessment*; *Peel-Highway 427 Extension Area Transportation Master Plan*; *Brampton Transportation and Transit Master Plan Sustainability Update* and the *Halton-Peel Boundary Area Transportation Study*. The CATS Update provides a basis on which Peel and Caledon can respond to these studies.

Based on these changes, the CATS Update was conducted to identify the need for potential transportation improvements in addition to those that were identified in the previous CATS. The CATS Update was managed by the Region of Peel and the Town of Caledon Transportation Planning staff. Paradigm Transportation Solutions Limited (Paradigm), the consultant which undertook the previous CATS, was retained to conduct the technical analysis and provide the study results. The study used screen lines capacity analysis to provide an overview of future transportation issues and problems. Preliminary study findings were presented to, and feedback was solicited from, the members of Caledon Council at a workshop held in September 2008. The Executive Summary of the CATS Update is attached in **Appendix I**.

2. Findings

Issues with the current road network in Caledon remain generally similar to those outlined in the previous CATS. The key areas of concern continue to be as follows:

- Peak period congestion on the road network: traffic congestion, particularly in the southern areas of Caledon such as the Bolton area and along the Mayfield Road corridor, is a problem for commuters and for businesses in Caledon.
- High percentage of through trips: the Transportation Tomorrow Survey (TTS) conducted in 2006 found that 45% of the total traffic travelling on the Caledon road network during

CALEDON TRANSPORTATION NEEDS STUDY UPDATE

the weekday morning peak period is through traffic (traffic travelling between areas which are outside Caledon). With limited capacity and discontinuities on the Provincial highway routes, this traffic spills over to arterial and collector roads within the Town, creating additional congestion and environmental impacts. The percentage of through traffic as measured in the 2001 TTS was 42%. This demonstrates a trend of increasing through traffic on Caledon's road network – a trend that is expected to continue in the upcoming years.

Future transportation conditions have been assessed for the years 2011, 2021 and 2031 using the Region of Peel's Travel Demand Forecasting Model. The analyses found that, even with the committed road improvements, the projected future traffic volumes will exceed the available road capacity in the medium to long term future (i.e., in 2021 and 2031). In the short term (2011) the capacity deficiencies identified on the arterial road network are relatively minor, as a number of major projects such as the Highway 410 extension will provide additional capacity at critical locations. The network capacity deficiencies identified for the year 2021, however, are more substantial and widespread across the southern areas of Caledon. The capacity deficiencies identified for the year 2031 are expected to be even more severe, especially since there are few new road projects identified beyond the year 2021. Overall, the peak hour traffic volumes seen on the roads in Caledon are projected to nearly double by 2031.

3. Proposed Direction

To deal with these future transportation system deficiencies, an overall transportation strategy is proposed in the CATS Update, as follows:

Recommended Future Arterial Road/Freeway Network Improvements

The Region of Peel, the Town of Caledon and MTO have several major arterial road/freeway improvement projects that are planned and committed in Caledon as shown in Figure ES.2 in **Appendix I**. The analysis shows that the existing/planned transportation system within Caledon will require additional improvements to maintain levels of service. The additional potential road/freeway improvements that are identified in the CATS Update are shown in Figure ES.3 in **Appendix I**. The CATS Update and its findings should be viewed as a reference document for the Region in the ongoing planning for transportation infrastructure needs. The upcoming Region of Peel Long Range Transportation Plan Update will confirm and further define the road improvement needs required on Regional roads with respect to the capacity requirement and timing. To develop formal plans for specific road improvements, environmental assessment studies will need to be carried out by the responsible agency and approved through the EA process.

Other Recommended Transportation Options

- Developing and implementing travel demand management measures, such as the construction of carpool lots to help reduce peak period vehicular traffic. The planned new carpool lot at Mayfield Road and Regional Road 50 will be an important improvement. Further efforts are required to support more sustainable forms of transportation, including additional travel demand management measures and shifting travel demand away from private automobile use to alternate modes of transportation.
- Assessing and evaluating the development of improved inter-regional public transit services in Caledon and investigating opportunities for local transit services in Bolton and Mayfield West. The recently finalized Metrolinx RTP includes a northerly extension

CALEDON TRANSPORTATION NEEDS STUDY UPDATE

of the Hurontario LRT to the Caledon/Brampton border. GO Transit has recently improved services to Caledon and will be studying future GO Rail service to Bolton. The need for, and feasibility of, local transit service requires further investigation.

- Investigating traffic calming measures where specific problems exist on the rural collector road network that cannot be resolved through the planned improvements to the related highways and arterial roads.
- Managing truck traffic and mitigating the impacts of truck traffic on roads within the Town in cooperation with the Region and Ministry of Transportation.
- Organizing and carrying out more detailed transportation master plan studies in the congested areas of Caledon. Studies have been conducted or are underway for Mayfield West to ensure the transportation system can accommodate the new growth. Studies are underway in the South Albion-Bolton area with respect to planned employment land expansions. The Bolton area has existing transportation improvement needs and these will become more significant with new land use development and the impact of external transportation network changes. Development of a transportation master plan for the South Albion – Bolton area should be given priority.

Recommendation for Provincial Highway Network Improvements

As discussed earlier, a recent transportation survey revealed that 45% of the peak period automobile trips on Caledon's roads are long distance trips that pass through Caledon. This high volume of through trips must be matched with the corresponding provision of additional capacity by means of widening and extensions of the Provincial highway network. To alleviate the through traffic issue, the Province is completing the construction of the Highway 410 extension north to Highway 10 and the widening of Highway 10 north to Orangeville. As well, the Province is undertaking an environmental assessment to examine the extension of Highway 427. The current plan to extend Highway 427 to the area of Major Mackenzie Drive is expected to have a major impact on transportation in Caledon in the future. The planned termination of Highway 427 at Major Mackenzie Drive will leave a major gap, or discontinuity, in the Provincial highway network. High volumes of through traffic travelling to/from the planned Highway 427 Extension will have a substantial impact on the arterial and local roads in the southeastern area of Caledon. Until this issue is corrected, the municipal road system in Caledon will have to bear the additional long distance traffic normally carried by the Provincial highway system.

As an example of the impact of extending Highway 427 only to Major Mackenzie Drive, Bolton will have to accommodate additional traffic on Regional Road 50 and on Coleraine Drive. The Region of Peel and Town of Caledon will have to incur additional expenditures to accommodate the through traffic travelling between Highway 9 and the extended Highway 427. A recommendation of the CATS Update is that the Region of Peel and Town of Caledon continue to work with the Province to investigate solutions to this situation, including requesting MTO to consider development of a long-term plan to include the extension of Highway 427 further north to Highway 9.

Another transportation planning initiative currently being undertaken by MTO is the assessment of an east-west transportation corridor through Caledon (the *GTA West Transportation Corridor EA*). This study is ongoing and no findings were available sufficiently early to be used as input to the CATS Update. The recommendations noted above, therefore, have not included any effects of such an east-west corridor.

May 25, 2009

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CALEDON TRANSPORTATION NEEDS STUDY UPDATE



Dan Labrecque
Commissioner of Environment,
Transportation and Planning Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

*For further information regarding this report, please contact
Tom AppaRao at extension 4100 or via email at tom.apparao@peelregion.ca*

Authored By: Murray McLeod / Eric Chan

c. Legislative Services

P-09-05/rs

CALEDON TRANSPORTATION NEEDS STUDY UPDATE



Caledon Transportation Needs Study Update



EXECUTIVE SUMMARY

The Caledon Transportation Needs Study Update is a project conducted jointly by the Town of Caledon and the Regional Municipality of Peel to assess and identify the potential transportation improvements needed to accommodate future traffic demand within the Town. This study is an update of the Caledon Transportation Needs Study completed by the Town and the Region in September 2004. A number of changes have occurred since 2004 that have prompted the need for this study update, as follows:

- The most current plan for the Provincial Highway 427 extension has the highway ending in the vicinity of Major Mackenzie Drive.
- To meet Provincial growth guidelines, Caledon is now planning for substantial additional growth with a target population of 108,000 persons by year 2031.
- The new Provincial Metrolinx agency is actively planning new transportation directions for the Greater Toronto and Hamilton area, including improved public transit services to communities such as Caledon.
- Several other new transportation studies have recently been initiated that will have future implications on Caledon. This study helps provide a basis on which the Town can respond to these studies.

Current Transportation Conditions

The existing transportation conditions remain generally as outlined in the 2004 study. The key areas of concern continue to be as follows:

- Peak period congestion on the roadway network, particularly in the southern areas of Caledon such as Bolton area and along the Mayfield Road corridor is a problem for commuters and business activities in the Town.
- Excessive traffic volumes using the rural collector roadway network in the Town create safety and nuisance problems for local residents.
- Over 40% of the traffic on the Caledon road network during the weekday peak period is external or through traffic to and from adjacent areas travelling across the municipality. With limited capacity and discontinuities on the Provincial highway routes, this traffic spills over to arterial and collector roads within the Town creating additional congestion and environmental impacts.
- Caledon commuters are heavily dependant on automobile travel. Recent initiatives and plans to provide travel demand management and improved inter-regional transit as well as future integration with adjacent municipality's public transit services may help to reduce this automobile dependency in future.

Future Transportation Conditions

The future transportation conditions have been assessed for years 2011, 2021 and 2031 using the Region of Peel's travel forecasting model. The main inputs to this model are:

- Forecasts of population and employment growth within Caledon and adjacent to Caledon to year 2031. By year 2031 the population of Caledon is expected to almost double to over 108,000

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Caledon Transportation
Needs Study Update

persons.

- The existing plus committed roadway network, including the completion of the Highway 410 extension, the widening of Highway 10 to Orangeville, the extension of Highway 427 to Major Mackenzie Drive, the widening of Mayfield Road from Winston Churchill Boulevard to Regional Road 50, the widening of Airport Road to Caledon East and the widening of Regional Road 50 south of Caledon. These roadway projects will substantially improve the peak period capacity of the current road network and are fully incorporated in the study findings.

The estimates of the future peak hour travel have been considered at a number of screenlines to provide an overview of the nature of the traffic growth. Table ES.1 below provides a summary of the existing and future traffic levels at these different screenlines. Overall, the peak hour traffic volumes in the southbound direction are expected to increase by about 70% to 110 % in comparison to year 2001 peak hour traffic volumes. The greatest increase occurs in traffic volumes crossing the Mayfield Road screenline with an estimated increase of 111%. It is also noted that the east west traffic volumes (e.g., crossing the Highway 10 screenline in the eastbound direction) are expected to increase even more with an estimated increase of 120% to 160%.

Table ES.1: Traffic Forecasts at Study Screenlines

Screenline	2001 AM Peak Hour Observed Volume (vph)	2011 AM Peak Hour Forecast Volume (vph)	2021 AM Peak Hour Forecast Volume (vph)	2031 AM Peak Hour Forecast Volume (vph)	Traffic Growth (2001 to 2031) (Percent of 2001 Volume)
1 North Town Boundary	3,265	4,090	5,145	6,259	92%
2 Charleson Sideroad	1,896	2,253	2,995	3,870	104%
3 Old Base Line Road	3,909	4,914	6,459	7,213	85%
3.2 Old Church Road	1,730	2,226	2,606	2,980	72%
4 King Street	7,218	9,884	10,938	12,555	74%
5 Mayfield Road	8,520	11,710	14,188	17,969	111%
6 East Town Boundary	1,760	2,037	2,545	2,756	57%
6a Mayfield Rd to Columbia Way (Westbound)	2,402	2,785	2,895	3,175	32%
7 Winston Churchill Boulevard	1,166	1,241	1,500	2,323	99%
8 Highway 10 (Hurontario Road)	2,799	3,543	5,510	7,357	163%
9 Airport Road	2,185	3,322	4,667	5,220	139%
10 Regional Road 50	1,681	2,049	2,335	3,789	125%
11 Forks of Credit	1,735	2,320	2,950	3,868	123%

NOTE: Weekday AM peak hour volumes are shown in southbound or eastbound direction except where noted.

Even with the committed roadway improvements, the estimated future traffic volumes will exceed the available roadway capacity in years 2021 and 2031. In year 2011, the capacity deficiencies on the arterial roadway network are relatively minor as a number of major projects such as the Highway 410 extension provide additional capacity at critical locations. The network capacity deficiencies in year 2021, however, are more substantial and widespread across the south area of Caledon. Figure ES.1 below illustrates the estimated year 2021 capacity deficiencies. Since a single arterial roadway lane has a capacity of about 800 vehicles per hour, it is clear that some of the year 2021 capacity deficiencies indicate the need for roadway improvements and widening. The capacity deficiencies in year 2031 are expected to be more severe, especially since there are few new roadway projects identified beyond year 2021. The year 2031 capacity

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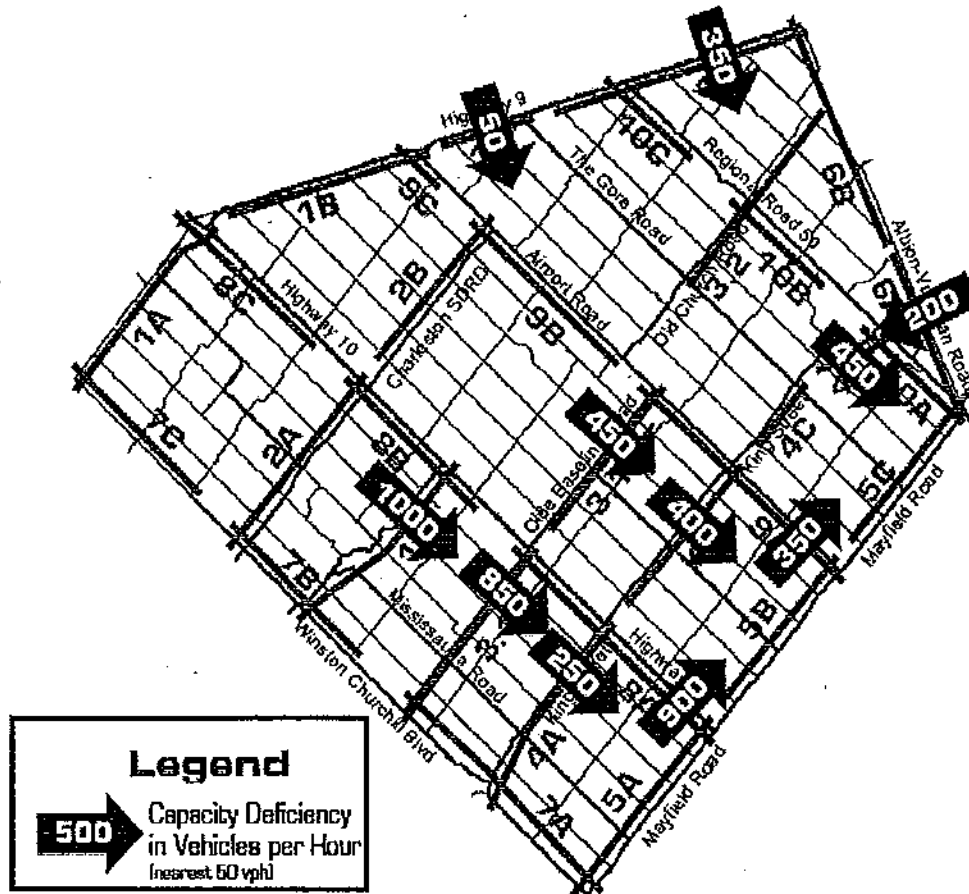


Caledon Transportation Needs Study Update



deficiencies are discussed in the main report.

Figure ES.1: Year 2021 Roadway Capacity Deficiencies



Future Transportation Improvement Needs

To deal with these future transportation system deficiencies, an overall transportation strategy is presented in this study update, consisting of the following components:

- Working with Peel Region and others to develop and implement travel demand management measures such as carpool lots to reduce peak vehicular traffic. The planned new carpool lot at Mayfield and Regional Road 50 will be an important improvement. Further efforts are required to support more sustainable forms of transportation including travel demand management and shifting travel demand away from private automobile use to alternate modes of transportation.
- Supporting the development of improved inter-regional public transit services and investigating opportunities for local transit services in Bolton in the short term and in Mayfield West in the longer term. GO Transit has recently improved services and will be studying future GO Rail service. The need

CALEDON TRANSPORTATION NEEDS STUDY UPDATE



Caledon Transportation Needs Study Update



for and feasibility of local transit service requires further investigation.

- Carrying out improvements to the arterial roadway network and working with the Provincial Ministry of Transportation to support improvements to the Provincial highway network where necessary to accommodate peak traffic requirements. The potential future improvements within Caledon are discussed below.
- Investigating traffic calming measures where specific problems exist on the rural collector road network that can not be resolved through the planned improvements to the related highways and arterial roads.
- Managing truck traffic on roads within the Town in cooperation with the Region and Ministry of Transportation to control the impacts of truck traffic. This includes consideration of the implications of truck restrictions, particularly on Regional and arterial roads.
- Organizing and carrying out more detailed transportation master plan studies in the congested urban areas. Studies have been conducted or are underway for Mayfield West to ensure the transportation system can accommodate the new growth. However, the Bolton area has existing transportation improvement needs and these will become more significant with new land use development and the impact of external transportation network changes. Development of a transportation master plan for the South Albion – Bolton area should be given priority.
- Working with the adjacent municipalities and Regions to ensure that the transportation system is well integrated across municipal boundaries.

The Town and the Region as well as the Ministry of Transportation of Ontario have several major roadway improvement projects planned and committed as shown in Figure ES.2 below. The potential additional roadway improvements to address the expected transportation needs are shown in Figure ES.3 below and the timing of these improvement needs is indicated in Table ES.2 below. It is noted that these improvements are subject to confirmation by future infrastructure planning studies such as the Region's Long Range Transportation Plan Update (to be completed in 2008) and the environmental assessment process.

Overall, the current plan to end Highway 427 in the area of Major Mackenzie Drive is expected to have a major impact on the Caledon transportation system in the future. The extension of Highway 410 and the widening of Highway 10 will greatly improve traffic conditions within the Town in the short term. However, the planned termination of Highway 427 will leave a major gap or discontinuity in the Provincial highway network and the high volumes of through traffic focused on the end of Highway 427 will have a substantial impact on the roads in the south east area of Caledon. Other current studies will further investigate how this future traffic impact can be managed and mitigated. However, the Town and the Region should continue to work with the Province to investigate solutions to this situation.

Based on the findings of this study, a number of further actions are recommended to the Town, as follows:

- The Town should consider preparing a Transportation Master Plan for the Bolton urban area.
- The Town and Region of Peel should request the Provincial Ministry of Transportation to consider development of a longer term plan for the extension of Highway 427 north to Highway 9. The study indicates that this improvement is required in the medium to long term time frame.
- The Town should participate in and monitor the progress of current transportation studies related to

CALEDON TRANSPORTATION NEEDS STUDY UPDATE

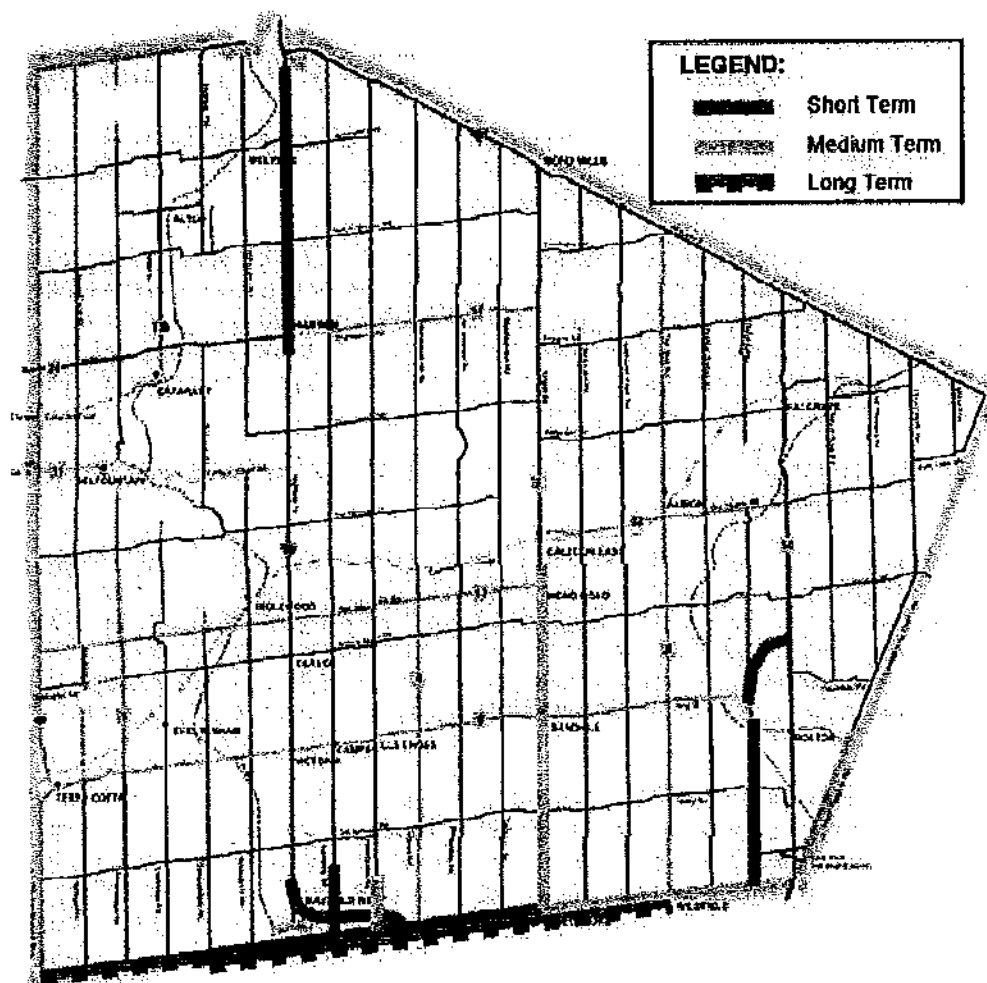


Caledon Transportation Needs Study Update



new facilities in and adjacent to Caledon.

Figure ES.2: Planned and Committed Roadway Projects



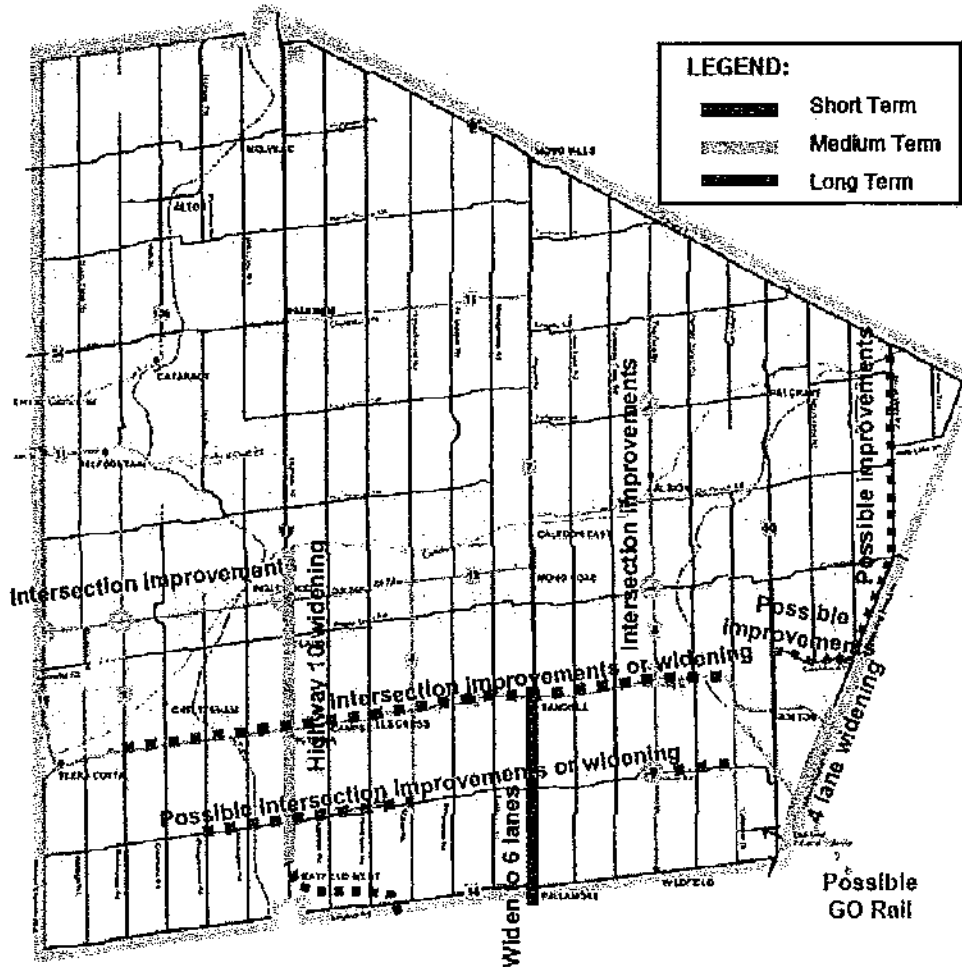
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Caledon Transportation Needs Study Update



Figure ES.3: Potential Additional Improvements to Meet Transportation Needs



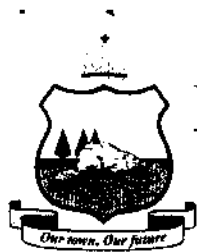
May 25, 2009

CALEDON TRANSPORTATION NEEDS STUDY UPDATE


**Caledon Transportation
Needs Study Update**
**Table ES.2: Potential Additional Improvements to Meet Transportation Needs ***

Corridor	Short Term Potential Improvements (by 2011)	Medium Term Potential Improvements (by 2021)	Long Term Potential Improvements (by 2031)
Highway 10 Corridor	None identified	Improvements and/or widening Highway 10 (Highway 410 to Olde Base Line)	
Airport Road Corridor	None identified	None identified	Widen Airport Road to six lanes (Mayfield to King)
Regional Road 50 – Townline Corridor (North of Bolton Area)	None identified	Improvements to the Gore Rd and/or to Mount Wolfe Rd – Caledon King Townline	
Humber Station Rd 50 – Albion Vaughan Road Corridor (Bolton Area)	Consider preparing transportation master plan for Bolton	Widening of Albion Vaughan Line (Mayfield to King) to four lanes	Improvements to Columbia Way (RR 50 to Caledon King Townline)
Mayfield Road – King Street Corridor	None identified	Intersection improvements and/or minor widening of King Street (Mississauga Rd – Coleraine Dr) Intersection improvements and/or minor widening of Old School Road (Mayfield West area, West of Bolton)	

* Subject to confirmation by future infrastructure planning studies such as the Region's Long Range Transportation Plan Update and the environmental assessment process.



Town of
East Gwillimbury

Communication #4

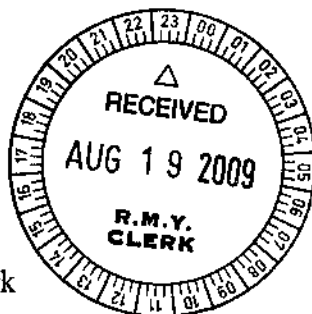
Anna M. Knowles

Deputy Clerk
Corporate Services Department
905-478-4282 x 1240
aknowles@eastgwillimbury.ca

August 17, 2009

Regional Municipality of York
Office of the Regional Clerk
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attention: D. Kelly, Regional Clerk



**REGION OF YORK
CLERK'S OFFICE**

FILE No. -

Dear Mr. Kelly:

Re: Harvest Hills Signalization at Intersection of Woodspring Avenue and Green Lane

For your information and records, at its regular meeting held on August 10, 2009, the Municipal Council of the Town of East Gwillimbury enacted as follows:

“WHEREAS Harvest Hills Development is responsible for the signalization at the intersection of Woodspring Avenue and Green Lane as part of their development agreement and Woodspring Avenue is a four lane major collector road connected with the existing section of Woodspring Avenue in the Town of Newmarket; and,

WHEREAS Woodspring Avenue is an integral part of the road network for both the Town of East Gwillimbury and the Town of Newmarket; and,

WHEREAS Town staff have identified that upon completion of the link between Newmarket and East Gwillimbury the intersection with Green Lane will be required to accommodate a considerable increase in turning movements for residents of both East Gwillimbury and Newmarket; and,

WHEREAS Green Lane is a four lane major arterial Regional road with high traffic volumes and speed; and,

WHEREAS construction vehicular movement is ongoing and occupancies have commenced within Harvest Hills utilizing the Woodspring Avenue/Green Lane intersection; and,

WHEREAS recent traffic studies presented to the Region do not meet warrants for signalization at this time, but will in the near future as development progresses and Woodspring Avenue is opened to Newmarket; and,

WHEREAS there has already been recorded vehicular accidents at the Woodspring Avenue/Green Lane intersection; and,

WHEREAS Regional staff have advised that a resolution of Town Council is required for the Region to consider signalization of regional intersections which do not yet meet warrants;

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“Our town, Our future”

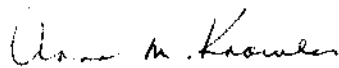
19000 Leslie Street, Sharon, Ontario L0G 1V0 Tel: 905-478-4282 Fax: 905-478-2808
www.eastgwillimbury.ca

BE IT THEREFORE RESOLVED:

THAT Council herein request that the Regional Municipality of York approve the installation of traffic signals at Woodspring Avenue and Green Lane prior to the warrants being met and prior to the opening of the inter-connection of Woodspring Avenue between East Gwillimbury and Newmarket; and,

THAT a copy of this resolution be forwarded to the Regional Clerk and Town of Newmarket.

Yours truly,



Anna M. Knowles
Deputy Clerk

c.c.: A. Moore, Clerk, Town of Newmarket
W. Hunt, General Manager, Community Programs and Infrastructure