



Office of the Commissioner
Transportation Services

Memorandum

To: Regional Council
From: Paul Jankowski, Commissioner, Transportation Services
Date: November 11, 2016
Re: Additional Information to Support Clause 5, Committee of the Whole Report No. 16 - Transportation Master Plan - Implementation of Finer Grid Network Policy Directions

On November 3, 2016, Committee of the Whole considered a report regarding Transportation Master Plan Implementation of Finer Grid Network Policy Directions. Committee requested additional information regarding the collector road crossings of 400-series highways policy direction.

The Region's existing policy, Funding Collector Road Crossings of 400-series Highways, was approved by Council in October 2007. The policy outlines a one-third Regional contribution towards capital costs of collector road crossings (mid-block crossings) of 400-series highways. The remaining two-thirds contribution towards capital costs are the responsibility of the local municipality(ies).

Since adoption of the policy, York Region has contributed funding to mid-block crossing projects in the Cities of Markham and Vaughan and the Town of Richmond Hill. Completed projects include:

- Rodick Road crossing Highway 407 (Markham)
- Birchmount Road crossing Highway 407 (Markham)
- Portage Parkway crossing Highway 400 (Vaughan)

In addition, the crossing of Highway 404 north of Highway 7 in Markham and Richmond Hill is under construction, with completion scheduled for 2018.

Negotiations to include construction of the John Lawrie Street (north of Langstaff Road) bridges as part of MTO's Highway 427 extension contract are currently underway between the Ministry of Transportation, the City of Vaughan and York Region. It is recommended negotiations proceed on the basis of the current policy, until such time as Council approves changes, if any, to the policy. Under the Development Charges

Bylaw, York Region is collecting one-third of the capital cost (less the non-growth related portion) with the City of Vaughan contributing the remaining two-thirds. The decision to include the bridges in the Highway 427 construction contract was made under the current Council policy for funding collector road crossings of 400-series highways.

In June 2016, Council endorsed the 2016 Transportation Master Plan (TMP), which recommended the Region plan, design, construct and assume jurisdiction for collector road crossings of 400-series highways. Committee endorsed the November 3, 2016, report seeking local municipal council feedback on the recommended policy directions for collector road crossings of 400-series highways and interchange ramp extensions.

The new policy proposes a 100 per cent Regional funding contribution towards capital costs of collector road crossings of 400-series highways identified in the 2016 TMP. Funding and delivery of projects will be determined by the 10-Year Capital Planning annual budget process and in consultation with local municipalities.

Under the proposed policy, eligible collector road crossings must be identified in the 2016 Transportation Master Plan, Regional Official Plan and approved Development Charge Bylaw. The Region will update its Development Charge Bylaw in 2017. A further update is expected in 2019/2020. If the proposed policy is approved by Council following the receipt of local municipal resolutions of support, the incremental two-thirds costs could be reflected in a subsequent update of Development Charge Bylaw.

The 2016 TMP identified 12 collector road crossings of 400-series highways. These are road crossings that require structures over the 400-series highways. Three of these crossings are not subject to the new policy as they are either under construction, already constructed or are subject to current negotiations.

There is increasing Regional interest in the major collector road network and maximizing the connectivity of these roads to the Regional road system. The TMP recommends staff undertake an arterial classification study to identify major collector roads which provide relief to the Regional road network. This may include Bass Pro Mills Drive. The arterial classification study is scheduled to begin with consultation with local municipal staff in Q1 of 2017.

Paul Jankowski
Commissioner, Transportation Services

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