

Clause 5 in Report No. 16 of Committee of the Whole was adopted by the Council of The Regional Municipality of York at its meeting held on November 17, 2016 with the following addition:

1. Council received the communication from Paul Jankowski, Commissioner of Transportation Services dated November 11, 2016 providing additional information pertaining to the Highway 427 mid-block crossing north of Langstaff Road and the Bass Pro Mills Drive extension to Weston Road in the City of Vaughan.

5

Transportation Master Plan
Implementation of Finer Grid Network Policy Directions

Committee of the Whole recommends adoption of the following recommendations, as *amended*, contained in the report dated October 25, 2016 from the Commissioner of Transportation Services:

1. Council receive the following policy directions, under the Finer Grid Network policy area of the Transportation Master Plan:
 - a) Mid-block Crossings of 400-series Highways
 - b) Interchange Ramp Extensions
2. The Regional Clerk circulate this report to local municipalities with an offer for Regional staff to present the recommended policy directions to local municipal Councils and a request for local municipal Council resolutions providing comments and support of the policy directions by February 28, 2017.
3. The Regional Clerk forward this report to the Ontario Ministry of Transportation, Assistant Deputy Minister Provincial Highways Management Division, for review and comment by February 28, 2017.
4. The Regional Clerk forward this report to Metrolinx, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, Provincial Ministries of Municipal Affairs and Housing, Environment and Climate Change and Economic Development, Employment and Infrastructure, Transport Canada and the Building Industry and Land Development Association for information.
5. *Staff provide a memorandum to Regional Council on November 17, 2016 providing additional information pertaining to the Highway 427 mid-block crossing north of Langstaff Road and the Bass Pro Mills Drive extension to Weston Road in the City of Vaughan.*

Report dated October 25, 2016 from the Commissioner of Transportation Services now follows:

1. Recommendations

It is recommended that:

1. Council receive the following policy directions, under the Finer Grid Network policy area of the Transportation Master Plan:
 - a) Mid-block Crossings of 400-series Highways
 - b) Interchange Ramp Extensions
2. The Regional Clerk circulate this report to local municipalities with an offer for Regional staff to present the recommended policy directions to local municipal Councils and a request for local municipal Council resolutions providing comments and support of the policy directions by February 28, 2017.
3. The Regional Clerk forward this report to the Ontario Ministry of Transportation, Assistant Deputy Minister Provincial Highways Management Division, for review and comment by February 28, 2017.
4. The Regional Clerk forward this report to Metrolinx, Toronto and Region Conservation Authority, Lake Simcoe Region Conservation Authority, Provincial Ministries of Municipal Affairs and Housing, Environment and Climate Change and Economic Development, Employment and Infrastructure, Transport Canada and the Building Industry and Land Development Association for information.

2. Purpose

This report seeks Council endorsement of policy directions to support implementation of a Regional Finer Grid Network in conformance with the Transportation Master Plan.

3. Background and Previous Council Direction

Council endorsed the Transportation Master Plan update in June 2016

The [Transportation Master Plan](#) (TMP) is founded on the progressive objectives and policies of the Region's existing Council-approved plans, such as Vision 2051 and Regional Official Plan and builds on previous transportation master plans. The ultimate goal of these plans, including the TMP, is to ensure growth and congestion is managed sustainably while the Region continues to build healthy, vibrant communities.

The Transportation Master Plan introduced five new policy areas to support an interconnected system of mobility

The TMP introduced five new policy areas to enable the Region to deliver an interconnected system of mobility essential to creating a healthy, economically vibrant, socially connected and sustainable Region to 2041 and beyond. The five policy areas, supported by the TMP's objectives, are:

- Finer Grid Network - providing greater travel route choices with a finer grid road network to support all modes
- Corridor Evolution - managing congestion and optimizing the road network for current and future needs
- Commuter Parking Management - making transit and active transportation more attractive and accessible while reducing auto travel
- Goods Movement - protecting current and future goods movement corridors and facilities to ensure a strong, vibrant economy
- Boulevard Jurisdiction - streamlining the delivery and jurisdiction of sidewalks and illumination ultimately supporting transit and active transportation

Since approval of the TMP, Regional staff have worked with local municipal staff to conduct information gathering, research and analysis regarding these policy areas. The consultation will help in developing the proposed policy directions into formal and implementable policies for Council consideration.

4. Analysis and Implications

This report outlines proposed Regional policy directions to support the Finer Grid Network policy area of the TMP.

A finer grid Regional road network supports transit and active transportation while managing congestion

The existing Regional road network is designed on two-kilometre concession blocks with a limited number of east-west or north-south mid-block collector roads spanning between Regional roads. This traditional design does not lend itself well to sustainable travel modes such as transit, walking and cycling. Working with the Province and local municipalities to protect a series of additional mid-block crossings and continuous mid-block collector roads will provide additional alternate routes for all road users.

Initiatives under this policy area will provide better route options

Designing the Regional road network with more connectivity can yield greater returns, such as:

- Support basic and equitable accessibility
- Increase travel mode choice
- Sustain a vibrant economy
- Minimize the use of land, noise and environmental pollution

Finer grid network policies will streamline implementation of Regional infrastructure and provide additional route options, complete missing links and increase overall accessibility and road capacity. Initiatives under this policy area will also better manage congestion by spreading traffic throughout the network.

The Region currently cost-shares delivery of collector road crossings of 400-series highways with local municipalities

Collector road crossings of 400-series highways directly improve efficiency of the Region's transportation network. The Region's current Council-approved [policy](#) outlines a Regional contribution of one-third towards capital costs of local collector road crossings of 400-series highways, with the remaining two-thirds funded by the local municipality.

Even with a one-third Regional contribution, local municipalities have experienced significant challenges in delivering collector road crossings of 400-series highways. For example, capital costs and Provincial requirements for the net present value of maintenance and long-term rehabilitation to be provided up front creates challenges in delivery of these connections. To support the timely delivery of mid-block crossings, the TMP recommended an update to the existing policy.

Options for the Region to take a greater role in 400-series highway crossing have been assessed

As part of and following the endorsement of the Transportation Master Plan, staff assessed options to increase the Region's role in delivery and ownership of the 400-series highway crossings. The options considered are:

- Option 1 – maintain the existing policy
- Option 2 – York Region funds and delivers the entire capital project and ownership and maintenance responsibility remains with local municipalities
- Option 3A – York Region funds and delivers the entire capital project and assumes ownership and maintenance responsibility for the mid-block collector road from the nearest intersection to the nearest intersection on either side of the highway
- Option 3B – York Region funds and delivers the entire capital project and assumes ownership and maintenance responsibility for the mid-block collector road from the nearest Regional Road to the nearest Regional Road on either side of the highway

From a transportation service perspective, Option 3B is preferred as it provides the greatest initial Regional benefit. It would also ensure the long-term role and function of the mid-block collector road would be preserved as the Region would have jurisdictional and ownership responsibility.

The Region's potential assumption of mid-block collector roads from Regional road to Regional road would require uploading of existing municipal roads to the Region. Land uses along existing roads vary from green field, existing employment to existing residential. It is quite possible some existing business and residents would have concerns with uploading the roads to York Region. Such concerns would have to be further assessed and mitigated during implementation of such crossings in consultation with the affected local municipality.

Staff recommend complete assumption of responsibility for future mid-block crossings of 400-series highways be pursued

A proposed update to the Mid-block Crossings of 400-Series Highways policy (Attachment 1) recommends the Region assume jurisdiction for planning, design, construction, operation and ownership of future mid-block crossings of 400-series highways from Regional road to Regional road. Increasing the Region’s role in delivery of mid-block crossings will improve the certainty in delivering necessary infrastructure to facilitate a finer grid network.

There are currently 12 planned mid-block crossings, as identified in the TMP, in York Region. Table 1 identifies mid-block crossings that would be eligible for funding under the proposed policy direction. The updated policy would not apply to existing mid-block crossings under local municipal jurisdiction or where existing agreements are in effect prior to approval of the updated policy. Environmental Assessments for specific crossings of Regional significance, such as planned crossings of Highway 404 north of 16th Avenue and north of Elgin Mills Road, have been undertaken by the Region, in an effort to protect lands for implementation of future mid-block crossings.

All proposed mid-block crossings are in the York Region Official Plan (2010) with the exception of the Highway 400 south of Highway 7 crossing. The Region would have to do a technical amendment to include this crossing, if required, prior to the Municipal Comprehensive Review.

Table 1
Mid-block Collector Road Crossings eligible under a
New Mid-block Crossings of 400-series Highways Policy
Project Status Table

	Project	Municipality	Project Status
1.	Highway 400 south of Highway 7	City of Vaughan	<ul style="list-style-type: none"> • Identified in Vaughan Official Plan (2010) – Schedule 9, Future Transportation Network • Detailed work not yet commenced
2.	Highway 400 north of Rutherford Road	City of Vaughan	<ul style="list-style-type: none"> • Not identified in Vaughan Official Plan (2010) • Detailed work not yet commenced
3.	Highway 400 north of Major Mackenzie Drive	City of Vaughan	<ul style="list-style-type: none"> • Identified in Vaughan Official Plan (2010) – Schedule 9, Future Transportation Network • Class EA completed by Vaughan (December 2013)

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	Project	Municipality	Project Status
4.	Highway 400 north of Kirby Road	City of Vaughan	<ul style="list-style-type: none"> Identified in Vaughan Official Plan (2010) – Schedule 9, Future Transportation Network Detailed work not yet commenced
5.	Highway 404 north of 16th Avenue	City of Markham / Town of Richmond Hill	<ul style="list-style-type: none"> Identified in Markham Official Plan (2014) – Map 10, Road Network Identified in Richmond Hill Official Plan (2010) – Schedule A8, Street Classification EA completed by York Region (February 2015)
6.	Highway 404 north of Major Mackenzie Drive	City of Markham / Town of Richmond Hill	<ul style="list-style-type: none"> Identified in Markham Official Plan (2014) – Map 10, Road Network Identified in Richmond Hill Official Plan (2010) – Schedule A8, Street Classification Class EA initiated by York Region (June 2016)
7.	Highway 404 north of Elgin Mills Road	City of Markham / Town of Richmond Hill	<ul style="list-style-type: none"> Identified in Markham Official Plan (2014) – Map 10, Road Network Identified in Richmond Hill Official Plan (2010) – Schedule A8, Street Classification Class EA initiated by York Region (July 2016)
8.	Highway 404 north of Green Lane	Town of East Gwillimbury	<ul style="list-style-type: none"> Identified in East Gwillimbury Official Plan (2010) – Schedule E, Transportation Network Detailed work not yet commenced
9.	Highway 404 north of Doane Road	Town of East Gwillimbury	<ul style="list-style-type: none"> Identified in East Gwillimbury Official Plan (2010) – Schedule E, Transportation Network Detailed work not yet commenced

There are three mid-block crossings of 400-series highways identified in the TMP that would not be eligible for funding under the proposed policy:

- Highway 404 north of Highway 7 (City of Markham/Town of Richmond Hill). Construction is to be completed in 2017.

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- Highway 407 at Cedar Avenue (City of Markham/Town of Richmond Hill). Identified in the Markham (2014) and Richmond Hill (2010) Official Plans. The structure under Highway 7 and Highway 407 was constructed when 407ETR was completed. Construction of a new road link from High Tech Road to Langstaff Road is pending.
- Highway 427 north of Langstaff Road (City of Vaughan). Identified in the City of Vaughan Official Plan (2010) and the Class EA was completed by Vaughan in August 2015. Construction of bridges crossing the Highway 427 extension will be integrated with the highway construction.

Attachment 2 is a map showing the locations of proposed mid-block crossings and interchange ramp extensions.

Staff recommend the Region plan, design and build future interchange ramp extensions to support key employment areas

York Region is projected to attract an additional 325,000 jobs by 2041, to be concentrated primarily in built-up areas of the Cities of Markham and Vaughan and Town of Richmond Hill. Congestion in these areas will continue to pose challenges to the transportation network, particularly at intersections and access points to key employment areas, including those adjacent to 400-series highways, such as the employment area at Highway 404 and Highway 7.

Interchange ramp extensions connect highway off-ramps to key employment areas where there is otherwise a missing link to a 400-series highway. Interchange ramp extensions may also lessen the need to improve other Regional corridors in the vicinity. As the Region intensifies, interchange ramp extensions have begun to play a more significant role in the Regional transportation network. This is evidenced by their inclusion in local Secondary Plans to support existing and future employment and residential development.

A proposed new Regional policy (Attachment 3) recommends the Region, in consultation with the Province and local municipalities, be responsible for environmental assessments, design and construction of future interchange ramp extensions. Local municipalities would be responsible for ownership and operation of these ramp extensions. These ramp extensions are to service employment areas and would function similar to existing local municipal roads and not Regional roads.

Finer grid network policies support Vision 2051 to develop an interconnected system of mobility

Development and implementation of policies for a Regional Finer Grid Network moves the Region towards achieving Vision 2051 by supporting an interconnected system of mobility and building liveable cities and complete communities.

5. Financial Implications

Staff recommend the Region fund capital and long-term maintenance costs of new mid-block crossings of 400-series highways

Under the proposed policy, the Region would be responsible for funding the planning, design, construction and operation, including repair and rehabilitation costs. This includes the portion of the mid-block collector road located inside the Ministry of Transportation Controlled Access Highway designated area.

An ongoing challenge with implementing mid-block collector road crossings of provincial highways is the Province's request for the proponent to pre-pay the net present value of the maintenance and long-term rehabilitation costs. Staff continues to consult with the Ministry of Transportation on their upcoming policy development for Regional/municipal funding of these infrastructure items. Further information on this will be brought to Council as it becomes available.

Initial gross capital and annual operating costs for the recommended new mid-block crossings shown in Table 1 are estimated at \$377 million and \$1.5 million per year, respectively. Funding for the capital costs should be a combination of development charges and tax levy. Funding for the operation costs should be tax levy.

As part of the 2017 Regional Development Charge By-law update, consideration is being given to including one-third of the capital costs in the Roads development charge, in accordance with current policy. The remaining two-thirds of the capital cost would be included as a contingent item that should only be included in the charge following Council approval of the updated policy.

Staff recommend the Region fund construction of interchange ramp extensions and local municipalities would own and operate

Under the proposed policy, the Region would be responsible for funding the planning, design and construction of interchange ramp extensions, where warranted. Initial gross capital costs associated with planning, designing and constructing interchange ramp extensions included in the TMP are estimated at \$20 million (2041 horizon year). Operating costs associated with the ramp extensions would be the responsibility of the local municipality.

York Region intends to include estimated capital costs for future interchange ramp extensions as a contingent item in the Draft 2017 DC Bylaw update, which is subject to Council approval, pending approval of a policy to fund construction of interchange ramp extensions.

6. Local Municipal Impact

Policies to support the TMP were developed through consultation with local municipal staff

Throughout the Transportation Master Plan 2016 Process, Regional staff engaged in consultation efforts with local municipal staff on development of the original policy areas. Extensive consultation was undertaken to understand localized community impacts and benefits expressed during development of the TMP. Following approval of the TMP, staff engaged local municipal staff through Municipal Liaison Committee and Sub-Committees, surveys, workshops and interviews to arrive at draft policies attached to this report.

Each of the options considered for the update to the 400-series highway mid-block crossing policy will benefit and impact local municipalities. Delivery of the mid-block crossings of 400-series highways and ramp extension would provide more route options for residents and road users. Regional ownership would also facilitate delivery of the projects and increase the likelihood transportation functions of the roads are maintained over time.

7. Conclusion

Finer Grid Network policies enable the Region to improve the efficiency and appeal of transit, walkability and minimize congestion along arterial roads and in key employment areas. The proposed policy directions in this report would be part of a suite of necessary policies to create an interconnected system of

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mobility that would ensure collector and Regional roads are one kilometre or less apart, providing all travel modes additional route options.

For more information on this report, please contact Stephen Collins, Director, Infrastructure Management and Project Management Office, at ext. 75949.

The Senior Management Group has reviewed this report.

October 25, 2016

#7066591

Attachments (3)

Accessible formats or communication supports are available upon request



Status: **Final**
Approved By: **Council**

The Regional Municipality of York

Mid-block Crossings of 400-series Highways

Policy No.: 6712215

Original Approval Date: October 18, 2007

Policy Last Updated: September 27, 2016

Policy Statement:

The Mid-block Crossings of 400-series Highways Policy outlines the Region's role in implementing collector road crossings of the Provincial freeway system in York Region to support greater connectivity in the Regional transportation network.

The Transportation Master Plan provides direction for the Region to assume responsibility for funding, environmental assessments, design, construction, operation and ownership of all future mid-block collector road crossings of 400-series highways.

Application:

This policy applies to all future mid-block crossings of 400-series highways in York Region, as identified in the Transportation Master Plan, as amended.

Purpose:

This policy establishes the Region's role in funding and delivering mid-block collector road crossings of 400-series highways in York Region identified in the Transportation Master Plan, as amended.

Definitions:

400-series Highway

A 400-series freeway under the jurisdiction of the Ontario Ministry of Transportation located within York Region (currently Highways 400, 404, 407-ETR, 427 and proposed GTA West).

Development Charge Bylaw

A bylaw to impose development charges against lands to pay for increased capital costs required because of increased needs for services arising from development within The Regional Municipality of York.

Jurisdiction

The Region will assume jurisdiction of the mid-block crossing, from Regional road to Regional road, from the local municipality.

Local Municipality

Municipalities located within the Regional Municipality of York, including the Town of Aurora, Town of East Gwillimbury, Town of Georgina, Township of King, City of Markham, Town of Newmarket, Town of Richmond Hill, City of Vaughan and Town of Whitchurch-Stouffville.

Mid-block Crossing

A grade separated crossing of a major collector road over or under a 400-series highway, typically extending between two arterial Regional roads.

Regional Road

A road which is under the jurisdiction of The Regional Municipality of York.

Transportation Master Plan

Framework for how the Region will address its current and future transportation needs. The most recent version of the Transportation Master Plan can be accessed at www.york.ca/TMP.

Description:

1.0 Background

In May 2003 Regional Council authorized the conditional inclusion of funding for a one third contribution towards the capital cost of nine potential collector road crossings of 400-series highways into York Region's 2003 Development Charge Bylaw (DC Bylaw).

The Region's existing policy 'Funding Collector Road Crossings of 400-series Highways' outlining this one third contribution was approved by Regional Council in October 2007.

In June 2016, Regional Council endorsed the Transportation Master Plan Update, which provided policy direction for the Region to assume jurisdiction for the full delivery of collector road crossings of 400-series highways, as presented in this policy.

2.0 Funding

The Region will fund 100% of costs associated with the delivery of mid-block crossings over 400-series highways where an existing MOU or agreement does not exist, as identified in the York Region Transportation Master Plan, as amended.

This includes all costs associated with Environmental Assessments, design, construction, operation and maintenance of the project. Funding and delivery of projects will be determined by the 10-Year Capital Planning and annual budget processes, and in consultation with local municipalities.

3.0 Eligible Project Limits

For a project to be eligible for Regional funding, the project must be identified in the York Region Transportation Master Plan, as amended. Furthermore, the project must be identified in the Regional DC Bylaw, as amended.

In addition to meeting these two basic criteria, projects achieving the following objectives, will receive priority for funding:

- Facilitate a collector road connection between Regional roads
- Contributes to anticipated deferral of capital expenditures on adjacent Regional roads

4.0 Jurisdiction

The Region will assume jurisdiction of the mid-block crossing from the local municipality, in accordance with the Regional Road Assumption Policy.

Mid-block Crossings of 400-series Highways

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The extent to which the Region will assume jurisdiction will be from the nearest Regional road on either side of the crossing, thereby extending the road segment under Regional jurisdiction from Regional road to Regional road, including the structure crossing the 400-series highway.

The Region will continue to work closely with local municipalities to ensure flexible design standards are developed and applied to these specific road segments. Mid-block crossings will be designed in a context-sensitive manner to ensure connections are seamlessly integrated into the network.

Responsibilities:

Transportation Services Department

- Planning and design through appropriate Environmental Assessments
- Construction, ownership, operation and maintenance of mid-block crossings of 400-series highways

Finance Department

- Budgeting of 10-year Capital Construction Program
- Update of Development Charge Bylaw

Legal and Court Services Department

- Execution of legal agreements with Ontario Ministry of Transportation

References:

'Environmental Assessment Study Highway 404 Mid-Block Crossover', Transportation and Works Committee, Report No. 5, Clause 1, Regional Council Meeting of May 7, 2003

'Regional Policy – Funding Collector Road Crossings of 400-series Highways', Transportation and Works Committee Report No. 2, Clause 8, Regional Council Meeting of February 16, 2006

'Regional Policy – Funding Collector Road Crossings of 400-series Highways', Transportation and Works Committee Report No. 8, Clause 12, Regional Council Meeting of September 21, 2006

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'Regional Policy Amendment - Funding Collector Road Crossings of 400-series Highways', Transportation and Works Committee Report No. 8, Clause 2, Regional Council Meeting of October 18, 2007

'Transportation Master Plan Update – Draft Policy Principles and Actions', Committee of the Whole, Report No. 2, Clause 3, Regional Council Meeting of February 18, 2016

'2016 Transportation Maser Plan Update', Committee of the Whole, Report No. 10, Clause 4, Regional Council Meeting of June 23, 2016

Contact:

Director, Infrastructure Management and Project Management Office, Transportation Services Department

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Council Minute No.: 160	Report No.: 8
Extract eDOCS #: 477342	Clause No.: 2

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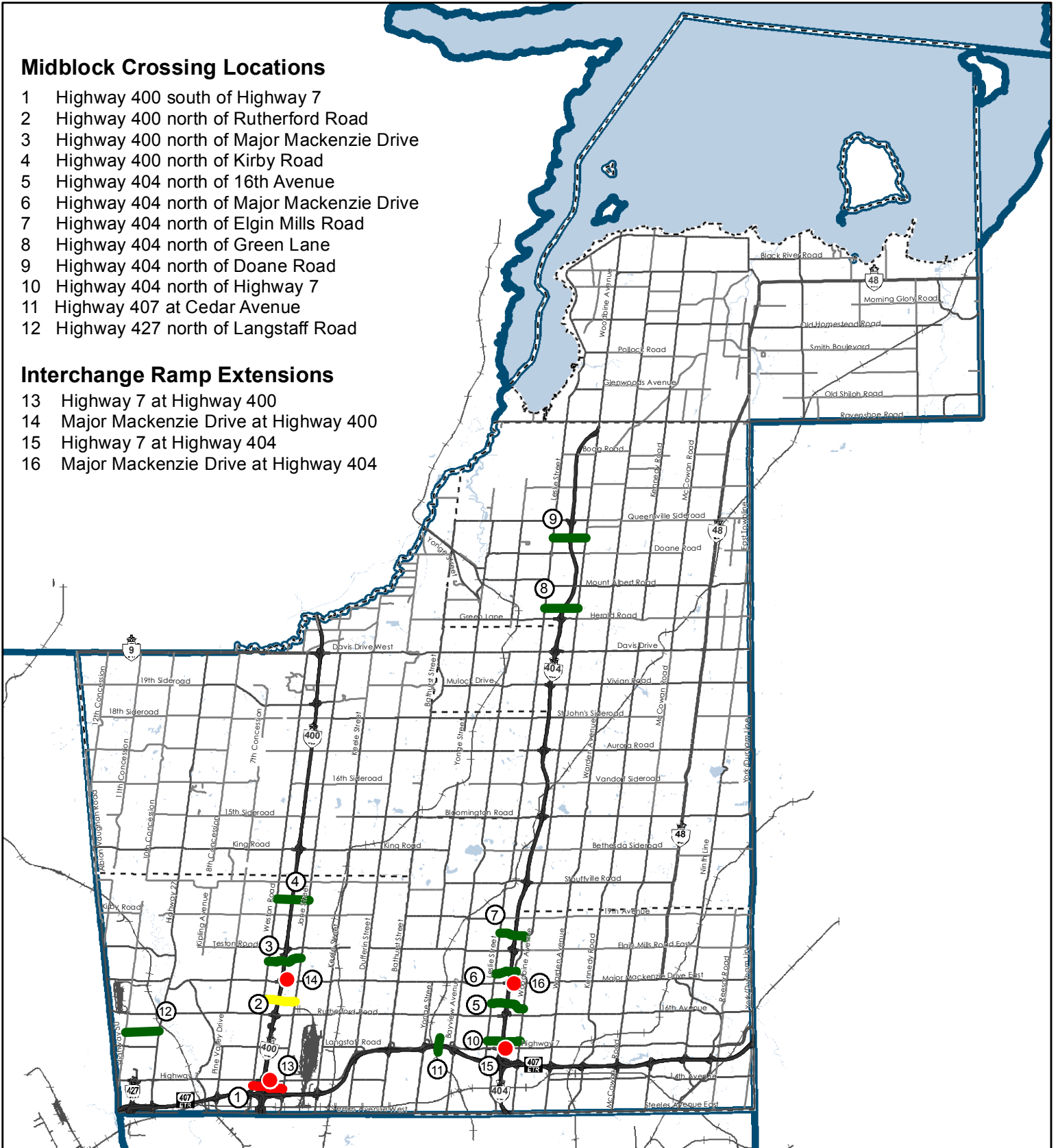
Accessible formats or communication supports are available upon request.

Midblock Crossing Locations

- 1 Highway 400 south of Highway 7
- 2 Highway 400 north of Rutherford Road
- 3 Highway 400 north of Major Mackenzie Drive
- 4 Highway 400 north of Kirby Road
- 5 Highway 404 north of 16th Avenue
- 6 Highway 404 north of Major Mackenzie Drive
- 7 Highway 404 north of Elgin Mills Road
- 8 Highway 404 north of Green Lane
- 9 Highway 404 north of Doane Road
- 10 Highway 404 north of Highway 7
- 11 Highway 407 at Cedar Avenue
- 12 Highway 427 north of Langstaff Road

Interchange Ramp Extensions

- 13 Highway 7 at Highway 400
- 14 Major Mackenzie Drive at Highway 400
- 15 Highway 7 at Highway 404
- 16 Major Mackenzie Drive at Highway 404



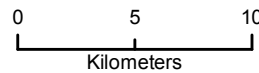
Midblock Crossings & Ramp Extensions
 Finer Grid Network Policy Directions
 November 3, 2016



Produced by:
 The Regional Municipality of York
 Infrastructure Management & PMO, Transportation Services
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Legend

Interchange Ramp Extensions
 ● Ramp Extensions

Midblock Crossings
 ■ Both Local and Regional Official Plans
 ■ Only in Regional Official Plan
 ■ Only in Local Official Plan

--- Municipal Boundary
 — Regional Boundary



Status: **Final**
Approved By: **Council**

The Regional Municipality of York

Interchange Ramp Extensions

Policy No.: 6712215

Original Approval Date: (Date of Council or CAO approval)

Policy Last Updated: (Date of Council or CAO approval)

Policy Statement:

The Interchange Ramp Extension Policy outlines the methodology for implementing ramp extensions in the Regional Municipality of York that will support the Regional transportation network.

The Transportation Master Plan provides direction for the Region to assume responsibility for funding, environmental assessments; design and construction of all future interchange ramp extensions on 400-series highways. Local municipalities will be responsible for ownership, operations and maintenance of the ramp extensions.

Application:

This policy applies to the planning, design, construction, ownership and maintenance of future interchange ramp extensions in York Region, as identified in the Transportation Master Plan, as amended.

Purpose:

This policy establishes roles and responsibilities for the planning, design, construction, ownership and maintenance of future interchange ramp extensions identified in the Transportation Master Plan, as amended.

Interchange Ramp Extensions

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Definitions:

400-series Highway

A 400-series freeway under the jurisdiction of the Ontario Ministry of Transportation located within York Region (currently Highways 400, 404, 407-ETR, 427 and proposed GTA West).

Collector Road

A road that serves to connect and move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties. Local municipalities own and maintain collector roads.

Employment Area

Those areas designated in an official plan for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, and associated retail and ancillary facilities.

Environmental Assessment

The process to ensure that governments and public bodies consider potential environmental effects before an infrastructure project begins in accordance with the Environmental Assessment Act, R.S.O. 1990 c. E. 18 and its regulations

Interchange Ramp Extension

The extension of a highway off-ramp to or from a Regional road intersection to provide an additional and direct link in the road network, specifically in areas experiencing high levels of traffic due to a key employment or development areas, to minimize the multiple turns motorists experience when travelling to and from the highway, reduce queues at intersections and alleviate traffic on adjacent roads.

Local Municipality

Municipalities located within the Regional Municipality of York, including the Town of Aurora, Town of East Gwillimbury, Town of Georgina, Township of King, City of Markham, Town of Newmarket, Town of Richmond Hill, City of Vaughan and Town of Whitchurch-Stouffville.

Regional Road

A road which is under the jurisdiction of The Regional Municipality of York.

Interchange Ramp Extensions

November XX, 2016

Transportation Master Plan

Framework for how the Region will address its current and future transportation needs.

The most recent version of the Transportation Master Plan can be accessed at

www.york.ca/TMP

Description:

1.0 Overview

The Transportation Master Plan identifies current and future transportation infrastructure needs to support future population and employment growth in York Region, including the delivery of future interchange ramp extensions to support key employment and development areas throughout the Region.

At some interchanges on 400-series highways, off-ramps terminate where they intersect with Regional roads, which contributes to congestion on the existing Regional transportation network, long queues on off-ramps and the need for multiple turning movements. Extension of these off-ramps across Regional roads would provide direct access to adjacent employment and development areas, thereby reducing some of these impacts.

Eligible interchange ramp extensions will be identified through the Transportation Master Plan, as amended, and through local municipal planning efforts.

2.0 Funding

The Region will fund 100% of costs associated with the initial capital delivery of future interchange ramp extensions, as identified in the York Region Transportation Master Plan, as amended. This includes all costs associated with Environmental Assessments, design, and construction of initial infrastructure.

Local municipalities will be responsible for all costs related to the operations and maintenance of the ramp extension.

Table 1 provides a summary of both eligible and non-eligible project costs which may be funded through this policy.

Table 1
Eligible Project Costs

Project Cost Items	Eligible	Not Eligible
Environmental assessment costs	✓	
Detailed design costs	✓	
Capital construction costs	✓	
Costs associated with preparing tender documents	✓	
On-going maintenance during the course of operations		✓
Asset repair or replacement during the course of operations		✓
Temporary or seasonal enhancements, including landscaping		✓
Property acquisition		✓
Administration / overhead		✓

3.0 Eligible Project Limits

For a project to be eligible for Regional funding, the project must achieve the following objectives:

- Completes a direct link from a highway interchange to a Regional road
- Maximizes the potential of employment areas
- Contributes to anticipated deferral of capital expenditures on adjacent Regional roads

4.0 Jurisdiction

The Region will work with local municipalities on the transfer of jurisdiction of the ramp extension to local ownership and operation.

Responsibilities:

Transportation Services Department

- Planning and design through appropriate Environmental Assessments
- Construction of interchange ramp extensions

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Finance Department

- Budgeting of 10-year Capital Construction Program
- Update of Development Charge Bylaw

Legal and Court Services Department

- Execution of legal agreements with local municipalities with respect to the transfer of the ramp extension process and updates

Local Municipalities

- Ownership, operation, maintenance and capital replacement costs of interchange ramp extensions

References:

'Transportation Master Plan Update – Draft Policy Principles and Actions', Committee of the Whole, Report No. 2, Clause 3, Regional Council Meeting of February 18, 2016

'2016 Transportation Maser Plan Update', Committee of the Whole, Report No. 10, Clause 4, Regional Council Meeting of June 23, 2016

Contact:

Director, Infrastructure Management and Project Management Office, Transportation Services Department

Approval Information:

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Council Minute No.: [REDACTED]	Report No.: [REDACTED]
Extract eDOCS #: [REDACTED]	Clause No.: [REDACTED]

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Accessible formats or communication supports are available upon request.



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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