

June 24, 2022

Delivered by email
regionalclerk@york.ca

York Region
Attention: Clerks Department
17250 Yonge Street
Newmarket, ON L3Y 6Z1

RE: Town Comments on the York Region Draft 2022 Transportation Master Plan

Please be advised the above-noted matter was placed before Council at its meeting held on June 15, 2022 and the following resolution was passed:

WHEREAS the safety of all road users in Whitchurch-Stouffville is of primary importance; and

WHEREAS Stouffville Road (Regional Road 14), from Highway 48 to the west Town limit, is a Regional road under the jurisdiction of York Region; and

WHEREAS traffic controls for Regional road intersections are within the jurisdiction of York Region; and

WHEREAS residents of Whitchurch-Stouffville have raised concerns regarding the safety of Regional road intersections along the Stouffville Road corridor; and

WHEREAS numerous traffic accidents of high severity have occurred at Regional road intersections along Stouffville Road; and

WHEREAS appropriate intersection control improvements serve to improve safety by decreasing the likelihood and severity of traffic accidents; and

WHEREAS traveler safety is a key focus area of the York Region 2022 Draft Transportation Master Plan, to be further implemented through the Region's Traveler Safety Plan which is currently being prepared.

NOW THEREFORE BE IT RESOLVED THAT the Town of Whitchurch-Stouffville request that York Region investigate the feasibility of converting signalized Regional road intersections along the Stouffville Road corridor to roundabouts, where applicable, and proceed to design and construction phases as appropriate; and

THAT the Town of Whitchurch-Stouffville request that York Region investigate the addition of prepare-to-stop signs on Regional Road intersections along the Stouffville Road corridor; and

THAT the Town's comments on the York Region 2022 Draft Transportation Master Plan, included in the Memo to Council dated June 14, 2022, be sent to York Region for their consideration as part of the finalization and implementation of the Plan.

If you have any questions, please contact Brian Kavanagh, Director, Public Works at brian.kavanagh@townofws.ca or 905-640-1910 x2464.

Yours truly,

A handwritten signature in black ink, appearing to read 'K. Lepik', written in a cursive style.

Kristina Lepik, Council Coordinator
(905) 642-4130

Attachment.



Town of Whitchurch-Stouffville Council Memorandum

To: Mayor Lovatt and Members of Council

From: Brian Kavanagh, Director, Public Works

Copy: Rob Adams, CAO
Dwayne Tapp, Director, Development Services
Gillian Angus-Trail, Clerk

Date: June 14, 2022

Subject: Town Comments on the York Region Draft 2022 Transportation Master Plan

The following resolution was carried at the June 1, 2022 Council meeting:

“1) That Council defer Report No. PW-011-22 until the June 15, 2022 meeting for more time to supply York Region with more direct comments on their Transportation Master Plan.”

The deferred report and associated recommendation remain unchanged, as required through the report deferral process. Revised Staff comments on the York Region Draft 2022 Transportation Master Plan (TMP) are included in this memo for Council’s consideration. In addition to making the comments more direct and detailed, Staff have also added comments and recommendations with respect to traffic safety at Regional road intersections along the Stouffville Road corridor.

The following Town comments on the York Region Draft 2022 Transportation Master Plan (TMP) have been expanded upon and made more direct as requested by Council.

- Three Minister’s Zoning Orders (MZOs) have been announced at the southwest corner of Hwy 48 and Town Line within the Community of Stouffville, and at one the intersection of 19th Avenue and McCowan Road within the City of Markham. There will be significant intensification and transportation routes will see significantly more volume within the next five years. There are concerns about traffic congestion in this area.

Previous developer projections estimated growth of 23,000 people; the estimate has now been increased to 33,000 people. Town staff are meeting with the landowners and the Region to discuss options to address the increased planned growth.

Currently, the developments in this area are proposing two east-west connections at Highway 48 and at least three connections at McCowan Road. The growth and the new intersections along these roads will warrant road widenings, which are currently not considered in York Region's TMP or their current Development Charges. The road widenings in these areas should be considered in York Region's current TMP. The Region's TMP should speak to the timing associated with these projects.

- Improvements to Highway 48 are required. The TMP identifies a number of proposed road improvements required for future growth that are not under regional jurisdiction. The two road connections at Highway 48 are under review by the Ministry of Transportation (MTO) and do not meet their requirements for intersection spacing. The MTO also generally prohibits the construction of infrastructure within or adjacent to their right-of-way (ROW). The growth within this area will require installation of deep services (water and wastewater) along the Highway 48 corridor. The Town recommends that the jurisdiction of this roadway within the Community of Stouffville and within the City of Markham (up to 19th Avenue) be taken over by the Region to allow appropriate growth to occur. The Region's TMP should speak to the timing associated with the transfer of the right-of-way from MTO to the Region.
- The Region's TMP update should speak to the timing associated with all their projects including land procurement, road construction and trail / cycling facility construction. Trail system connections, including Rouge National Urban Park connections, should be prioritized in order to connect Federal, Regional and local municipal lands for resident enjoyment and in support of healthy and active lifestyles.
- Jurisdiction of York Region boulevards poses a challenge. The Region is responsible for the roadway, however local municipalities are responsible for construction and maintenance of lighting and active transportation facilities in the right-of-way including bike lanes, sidewalks and multi-use paths. This poses concerns for permitting and conflicting adjacent maintenance requirements. The Region has noted that boulevard jurisdiction falls under the 'Review the role and function of Regional Corridors' Focus Area, and that additional feedback and engagement will be provided in the next four-year term of Council.

On February 8, 2022 the City of Vaughan tabled a member's resolution with the following recommendation:

“That Vaughan Council endorses a Notice of Motion that will be put forth by Regional Councillor Jackson to York Region Council to request that a review be undertaken regarding York Region assuming all winter maintenance including snow clearing on sidewalks adjacent to regional roads, with the Region of York reporting back to York Region Committee of the Whole on June 16, 2022, including:

- a. Implementation plan, for delivery effective January 1, 2023;
- b. Required service delivery policies and procedures; and
- c. The anticipated financial impact to the Region.”

This review by the Region is considered a starting point in terms of reviewing the various responsibilities within York Region rights-of-way. It is recommended that York Region expand the review to include the remaining areas of municipal responsibility in York Region rights-of-way.

- Traffic safety on York Region roads is a serious concern. Traffic calming is required to improve traffic safety. The Town was required to initiate and fund the installation of traffic delineators on Aurora Road in 2021. York Region must take responsibility for the implementation of effective traffic calming measures on regional roads.

The Region’s Two-Year Limited Use Automated Speed Enforcement Program began in November 2020 and has been applied to 12 Community Safety Zones encompassing 19 school areas spread throughout all nine local municipalities. The Town encourages the Region to expand this program in Stouffville and continue to lobby for implementation of an Administrative Penalty System to facilitate such expansion.

- Particular traffic safety concerns have been recognized at York Region intersections along the Stouffville Road corridor between Highway 48 and the west Town boundary. Staff recommend that York Region investigate the feasibility and appropriateness of converting the signalized Regional road intersections along Stouffville Road to roundabouts as a means of improving the safety of the intersections. Roundabouts have been proven to decrease accidents, decrease the severity of accidents and the number of fatalities, improve intersection capacity and improve environmental performance.
- As the Town of Stouffville grows and as travel patterns change post-pandemic, there is an increasing need for local transit. This ties into three of the Region’s focus areas:
 - Transportation equity: options for all lifestyles, life stages and abilities
 - Reduce car travel
 - Financial and environmental sustainability

It is the Town's expectation that the Region will provide local options for Stouffville residents to make use of a broad range of transit options that increase equity, reduce car travel and improve environmental sustainability. There is a growing demand to make life without a car an option for Stouffville residents. Specifically, this will be achieved through expansion of fixed route transit in existing areas, newly developing areas such as MZO and MTSA lands, and to key destinations in neighbouring municipalities. Expansion of the Mobility-On-Request service is also required, including the addition of new destinations.

- Regional roads must be designed and renewed to encourage and accommodate all types of travel for all ages and abilities. This includes active and eco-friendly travel options such as walking, cycling, scootering and hiking; as well as micromobility options such as e-bikes and e-scooters. The Town encourages the Region to improve rights-of-way to include dedicated and safe active transportation options, and to expand policies to manage the safe use of alternative forms of transportation.

A Regional network of connected bike lanes that are separated from roadways will provide the following benefits:

- When cycling is safe and convenient, more people choose to travel by bicycle instead of by automobile.
- In a protected cycling network, cyclists move predictably, reducing conflicts between cars and bicycles.
- More cyclists mean fewer cars on the road and thus shorter commute times.
- Cyclists who ride on the sidewalk often do so out of fear of riding in car traffic. When cyclists have a protected lane to ride in, they don't need to ride on the sidewalk.
- Cycling has significant public health benefits, reducing the incidence of diabetes, heart disease and some types of cancer, and improving mental health, lessening the burden of healthcare on taxpayers.
- Increased cycling means lower greenhouse gas emissions.