

To: Economic and Development Services Committee

From: Warren Munro, HBA, MCIP, RPP, Commissioner,
Economic and Development Services Department

Report Number: ED-23-39

Date of Report: March 1, 2023

Date of Meeting: March 6, 2023

Subject: Road Rationalization

Ward: All Wards

File: 03-05

1.0 Purpose

The purpose of this Report is to provide an update to Council on the status of the road rationalization project that was initiated by the Region of Durham for the purpose of reviewing and assigning ownership and responsibility of certain roads to the most appropriate municipal authority.

Attachment 1 is a copy of Report INFO-18-142 dated July 18, 2018 which includes a copy of DS-14-55 dated April 9, 2014. Owing to its length, this document is not affixed to this Report but can be viewed at the following link:

http://app.oshawa.ca/agendas/Info_Package/2018-07-18/INFO-18-142_InfoMemo_Road%20Rationalization.pdf.

Attachment 2 is Region of Durham Information Report 2018-INFO-31 dated March 2, 2018. Owing to its length, this document is not affixed to this Report but can be viewed at the following link:

https://icreate7.esolutionsgroup.ca/11111068_DurhamRegion/en/regional-government/resources/Documents/Council/CIP-Reports/CIP-Reports-2018/March-2018/2018-INFO-31.pdf.

Attachment 3 is a map of candidate roads to be transferred in the short term.

Attachment 4 is a map of future candidate roads to be transferred in the long term.

2.0 Recommendation

That the Economic and Development Services Committee recommend to City Council that, pursuant to Report ED-23-39 dated March 1, 2023, staff be authorized to include the list of currently proposed candidate roads that are considered as part of the road rationalization

project in the City's Update to the Integrated Transportation Master Plan for further evaluation.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

The following have been consulted in the preparation of this Report:

- Chief Administrative Officer
- Commissioner, Community and Operations Services
- Commissioner, Corporate and Finance Services
- Region of Durham

5.0 Analysis

Road rationalization within the Region of Durham is an exercise to review and assign ownership and responsibility for certain roads to the most appropriate municipal authority.

The Region and its local area municipalities have been discussing road rationalization since 2002.

5.1 History

In 2014, City Council considered Report DS-14-55 (affixed to Report INFO-18-142 as Attachment 1) and adopted the recommendation to proceed with the road rationalization exercise based on proposed candidate roads identified by the Region of Durham at that time (see Attachment 1).

In 2016, the Region of Durham retained the services of HDR, an engineering consulting firm, to develop a comprehensive road network rationalization plan. The candidate evaluation and identification process was undertaken in consultation with all the local area municipalities within the Region.

For the City of Oshawa, this process validated the initial list of candidate roads and strengthened the justification in support of the technical reasons for the transfers. The candidate list of proposed roads to be transferred was revised to include sections of Champlain Avenue, Thornton Road North and Rossland Road East (see Attachment 4).

Once the appropriate list of candidate roads was selected, they were evaluated for the capital and operating cost impacts to create transfer options that were equitable. A phasing plan was also proposed based on an unspecified time frame to phase the project.

Criteria used in considering the road function and use have been in place for many years in various forms and as reported through various plans and studies. The most recent update to the Durham Region Transportation Master Plan was endorsed by Regional Council in December 2017. Section 6.4.3 of the Transportation Master Plan provides a

definition for regional road function. The follow principles have therefore been utilized to identify the current candidate roads for transfer:

- Connecting with Provincial and/or inter-regional network;
- Carrying high volume of inter-municipal and regional traffic;
- Attracting significantly higher volumes of traffic than adjacent roads;
- Having higher level of access control;
- Supporting regional goods movement/aggregate hauling network;
- Supporting major transit route and/or planned rapid transit route;
- Supporting region-wide economic and growth objectives;
- Effect on corridor planning or planning of downtowns or mature urban areas; and,
- Effect on environment and community impact due to change in road function.

On March 2, 2018, Regional Works staff prepared an Interim Report on Road Rationalization report (see Attachment 2). The following tables summarize the candidate roads identified for transfer in the Regional report. City staff are in general agreement with these candidate roads as they are in line with the principles identified above.

The road candidates are identified as either a transfer candidate for short term consideration or for long term reconsideration in the future (see Attachments 3 and 4). The transfer timing will require further discussion with the Region based on a more detailed analysis of costs and other operational considerations.

In the preliminary development of business cases for the transfer of the candidate roads, both City and Regional staff have concluded that the costs borne by each, as they relate to the candidate roads, are not comparable due to the distinct difference in services provided between upper and lower tier municipalities.

Table 1: Candidate Roads to be Transferred from the Region to the City

Regional Road	Road	From	To	Length (km)	Lane (km)
2	Simcoe Street	Harbour Road	Wentworth Street	1.03	3.43
3	Winchester Road East/ Grandview Street North	Harmony Road	Columbus Road	1.86	3.72
35	Wilson Road	Bloor Street	Taunton Road	6.12	16.19
52	Boundary Road	Wentworth Street West	Philip Murray Avenue	0.78	1.56
54	Park Road	Bloor Street	Rossland Road	4.19	14.84

Table 2: Candidate Roads to be Transferred from the City to the Region

Road	From	To	Length (km)	Lane (km)
Harmony Road	Winchester Road	Columbus Road	1.79	3.57
Columbus Road	Harmony Road	Grandview Street	0.82	1.64
King Street West	Oshawa/Whitby Boundary	Centre Street	2.72	11.25
Bond Street West	King Street West	Centre Street	1.83	6.19
King Street East	Ritson Road North	Townline Road	3.43	14.27
Bond Street East	Ritson Road North	King Street East	1.65	4.82

In addition to the above candidate roads, staff also identified additional roads for consideration by the Region as they meet some of the principles for a regional road function. These include:

- Conlin Road (in its entirety): Rationale based on higher traffic volumes as Kedron Part II Planning area and Ontario Tech/Durham College area develops and the roads crosses into Whitby and Clarington;
- Certain portions of Columbus Road West and Thornton Road North (north of Highway 407 East): Rationale based on higher traffic volumes as future Columbus Part II Planning Area develops; and,
- Laval Drive (west of Stevenson Road South): Rationale based on potential extension of Laval Drive to Thornton Road South to connect with the future Consumers Drive/Stellar Drive.

5.2 Next Steps

Since the City’s Integrated Transportation Master Plan (“I.T.M.P.”) is a long-term strategy document that guides the City’s planning, expansion and management of its multi-modal transportation system and provides strategies and policies that align with the City’s growth and support its vision for the future transportation system, it is recommended that road rationalization should be included in the scope of the I.T.M.P. for further evaluation.

It should be noted that staff are currently finalizing the Terms of Reference for the update to the I.T.M.P. and if the recommendation of this Report is passed it is the intent of staff to include the following scope of work as it relates to road rationalization:

- Undertake a road rationalization assessment;
- Assess existing and identify candidate roads;
- Assess the proposed phasing of the candidate roads to be transferred; and,

- Identify what types of infrastructure plans should be continued until transfer.

Over the last few years, staff have continued to meet with the Region and have general consensus on the candidate roads proposed to be transferred as previously endorsed by Council and are continually exchanging correspondence related to the condition assessments and infrastructure plans to aide in the planning/phasing of them.

Following the assessment and evaluation of road rationalization within the update to the I.T.M.P and its ultimate endorsement by Council, City staff will work with the Region to develop appropriate timing/phasing strategies that would incorporate cost implications for the respective municipalities and report back to Council on the proposed plan.

6.0 Financial Implications

There are no financial impacts associated with this Report.

7.0 Relationship to the Oshawa Strategic Plan

The Report advances the Economic Prosperity and Financial Stewardship and Accountable Leadership goals of the Oshawa Strategic Plan.



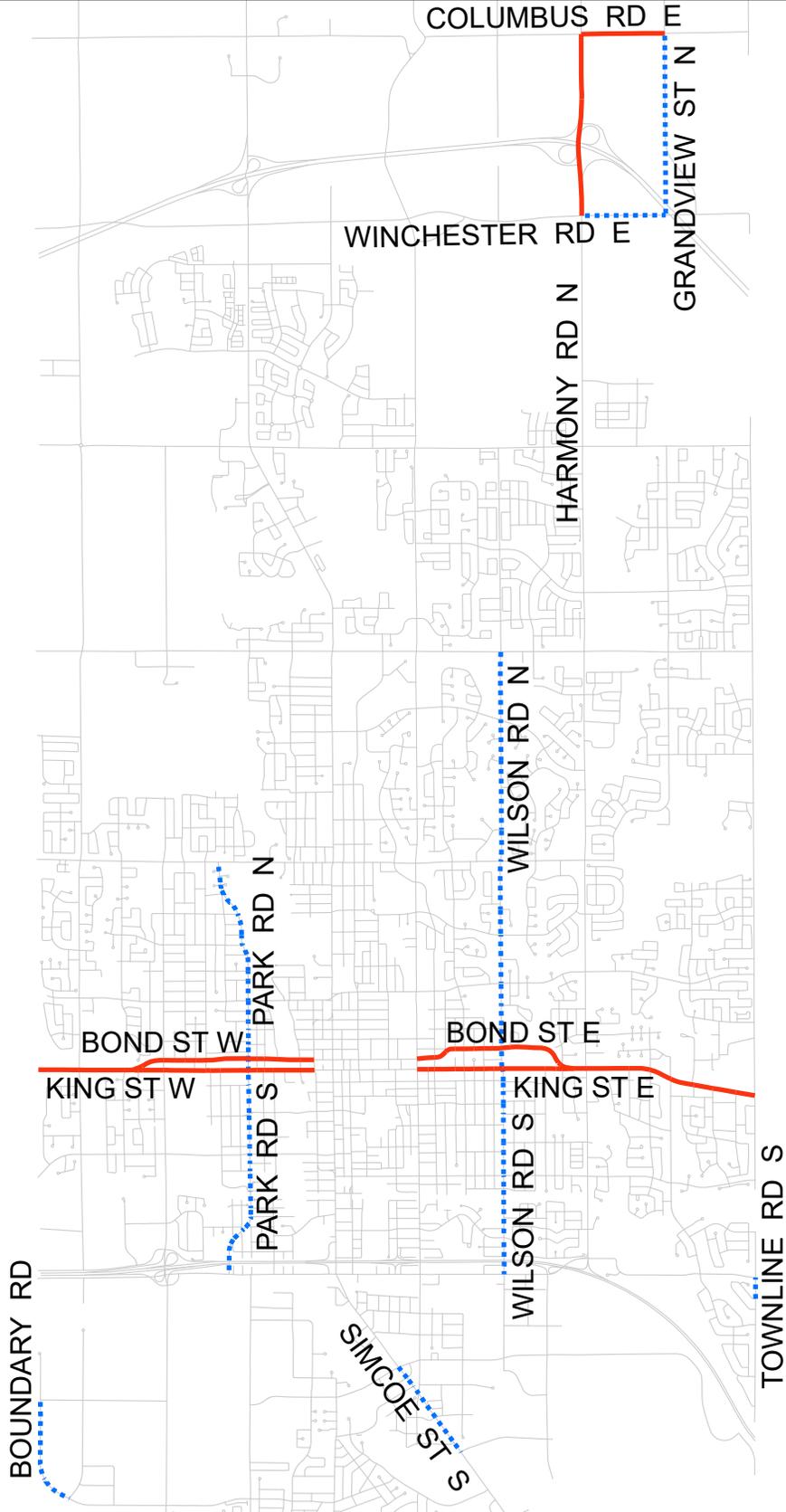
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-  Local to Regional Candidates
-  Regional to Local Candidates





-  Future Local to Regional Candidates
-  Future Regional to Local Candidates

