

## **COMMITTEE OF THE WHOLE – SEPTEMBER 15, 2003**

### **RAILWAY STREET, SIMCOE STREET AND ONTARIO STREET TRAFFIC OPERATIONS**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That traffic calming measures not be installed on Railway Street, Ontario Street or Simcoe Street as set out in Council's Neighbourhood Traffic Committee Policy and Procedure;
2. That an allway stop control not be installed at the intersection of Railway Street and Ontario Street;
3. That the Region of York be requested to review the feasibility of implementing a westbound right turn prohibition (Anytime) during the hours of 7:00 am to 10:00 am and 4:00 pm to 7:00 pm at the intersection of Major Mackenzie Drive and Ontario Street in Maple; and
4. That the petition from the area residents be received.

#### **Purpose**

To review the concerns expressed by the residents of Railway Street, Simcoe Street and Ontario Street regarding traffic infiltration, vehicle speeds, allway stop control, turn prohibitions and speed humps.

#### **Background**

Engineering Staff received a petition from residents of Railway Street, Ontario Street and Simcoe Streets requesting a review of the traffic operations on these roadways. The study area is shown on Attachment No. 1.

Railway Street, Ontario Street and Simcoe Street are local residential roadways. The existing speed limit on these roadways is 50 km/h.

The petition was received from the residents on May 7, 2003. Traffic concerns have been expressed by the residents and the following is a summary of the concerns:

1. Request for speed humps to reduce excessive vehicle speeds on Railway Street, Ontario Street and Simcoe Street.
2. Request for an allway stop control at the intersection of Railway Street and Ontario Street.
3. Request for a 'Westbound Right Turn Prohibition' between the hours of 7:00am to 10:00am and 4:00pm to 7:00pm (Anytime) from Major Mackenzie Drive onto Ontario Street.
4. Request the installation of a fence adjacent to the GO Rail tracks at the east end of Railway Street at Simcoe Street.
5. Request a parking prohibition on both sides of Railway Street at Keele Street.

Staff conducted a review of the residents concerns and results are outlined below.

### 1. Request for Speed Humps

Staff conducted speed studies on Railway Street between Ontario Street and Keele Street on July 8, 2003. Due to the short section of road, both Ontario Street and Simcoe Street were not studied. The results are summarized below:

#### *AM Peak Period 7:30am to 9:00am*

<u>Direction</u>	<u>Vehicles</u>	<u>Average Speed</u>
Eastbound	47	48 km/h
Westbound	39	52 km/h

#### *PM Peak Period 3:00 pm to 5:00 pm*

<u>Direction</u>	<u>Vehicles</u>	<u>Average Speed</u>
Eastbound	31	47 km/h
Westbound	112	50 km/h

In accordance with the Council's Neighbourhood Traffic Committee Policy and Procedure;

Warrant 1 – speed humps shall be considered only when the following three warrants are met; the street is not a primary emergency response route, the speed limit is 50 km/h or less, and the average speed is measured to be 10 km/h greater than the speed limit.

Warrant 2 – the installation of median, curb extensions or road narrowings shall be considered in existing areas only where the following two warrants are met; the speed limit is 50 km/h or less and the average speed on the street is measured to be 10 km/h greater than the speed limit.

Based on the above information, the two warrants for the installation of traffic calming measures on Railway Street, Simcoe Street and Ontario Street are not met.

### 2. Allway Stop Control

Staff conducted an allway stop study on June 10, 2003 during the AM and PM peak periods. The existing stop control is on Ontario Street. The intersection meets 34% of the minimum traffic volume required to warrant the installation of allway stop control. Therefore, staff recommends that an allway stop control not be installed at the subject intersection.

### 3. Neighbourhood Traffic Infiltration Issues

Residents expressed concerns that vehicles are using Railway Street and Ontario Street to bypass the Keele Street and Major Mackenzie Drive intersection. Staff conducted an infiltration study during the AM and PM peak periods on June 3, 2003. The result of the study is summarized below. Please refer to the location map to view the identified infiltration patterns.

Infiltration Pattern	AM Peak Period 7am to 9am		PM Peak Period 4pm to 6pm	
	Vehicles	% of Entering Traffic	Vehicles	% of Entering Traffic
Start A to Finish B	15	53.6%	2	4.3%
Start B to Finish A	64	79%	174	77.3%

Three of the studied traffic infiltration routes exceed 50%. The intersections of Keele Street/Railway Street and Major Mackenzie Drive/Ontario Street are under Region of York jurisdiction. It is recommended that the Region of York be requested to review the feasibility of

implementing a westbound right turn prohibition at the Major Mackenzie Drive and Ontario Street intersection.

However, any intersection turn prohibition would apply to all motorists. Residents affected by the restriction would need to accept the extra travel distance required to access their homes during the 6-hour intersection turn prohibition. Therefore, prior to the implementation of a prohibition City Engineering Staff in consultation with Region of York Transportation Staff will notify the residents. A survey will be mailed to each home requesting a vote of the proposed prohibition. If there is support of 66.6%, then the Region of York will proceed with Regional Council approval of the prohibition.

#### 4. Train Commuters Using Simcoe Street for Pick-up and Drop-off

GO Transit reviewed this concern and a continuous chain link fence has been installed to eliminate commuter access to and from the Maple GO Rail Station and Simcoe Street.

#### 5. On-street Parking on Railway Street east of Keele Street

Staff reviewed the area noted in the petition. Patients visiting the "All-in-one" medical building or customers of the opposite corner multi-tenant building park in the available curbside areas. It is preferable that the parking lots behind their respective buildings be used. The proposed traffic signals at Keele Street and Railway Street will create traffic queues on the intersection approach of Railway Street. Railway Street only has 8.5 metre curb-to-curb pavement width. On-street parking in this area also restricts desirable driver sightline for vehicles exiting the rear parking lots of the buildings on the northeast and southeast corner.

Staff recommends that No Parking Anytime be implemented on both sides of Railway Street for 30 metres east of Keele Street. In accordance with the Comprehensive Parking By-law 1-96 this work can be accommodated without a separate by-law.

#### Keele Street and Railway Street / Killian Road Traffic Control Signals

Region of York Staff advised Engineering Staff that traffic signals will be installed at this intersection. Design work is ongoing and installation is expected to proceed late September or early October 2003. The residents of Railway Street and Ontario Street expressed concerns that the neighbourhood traffic volumes will increase with the installation of traffic signals.

#### Environmental Assessment Act Requirements

As now required under the Environmental Assessment Act, whenever traffic calming measures are installed or removed a Schedule B Environmental Assessment process must be followed. This process requires public notification and consultation, the identification of alternates, and the filing of a Notice of Completion with the Ontario Ministry of the Environment and publication in local media.

Should traffic calming measures be approved by Council for installation on Railway Street, Ontario Street or Simcoe Street, then the City would be required to publish a Notice of Commencement, develop a plan for review by the public and publish a Notice of Completion. The notices would also have to be filed with the Ministry of the Environment and published on the City Page in two separate editions of the Vaughan Citizen. Prior to construction, the City's normal practice is to mail letters to the abutting residents, should traffic calming measures be approved, informing them of their installation.

## **Conclusion**

Based on staff's review, it is recommended that traffic calming measures not be installed on Railway Street, Ontario Street and Simcoe Street as they do not meet the warrants adopted by Council.

That an allway stop control not be installed at the intersection of Railway Street and Ontario Street.

City staff recommends that the Region of York be requested to review the feasibility of implementing a westbound right turn prohibition (Anytime) during the hours of 7:00 am to 10:00 am and 4:00 pm to 7:00 pm at the intersection of Major Mackenzie Drive and Ontario Street in Maple based on the results of the survey for the residents.

## **Attachments**

1. Location Map
2. Petition

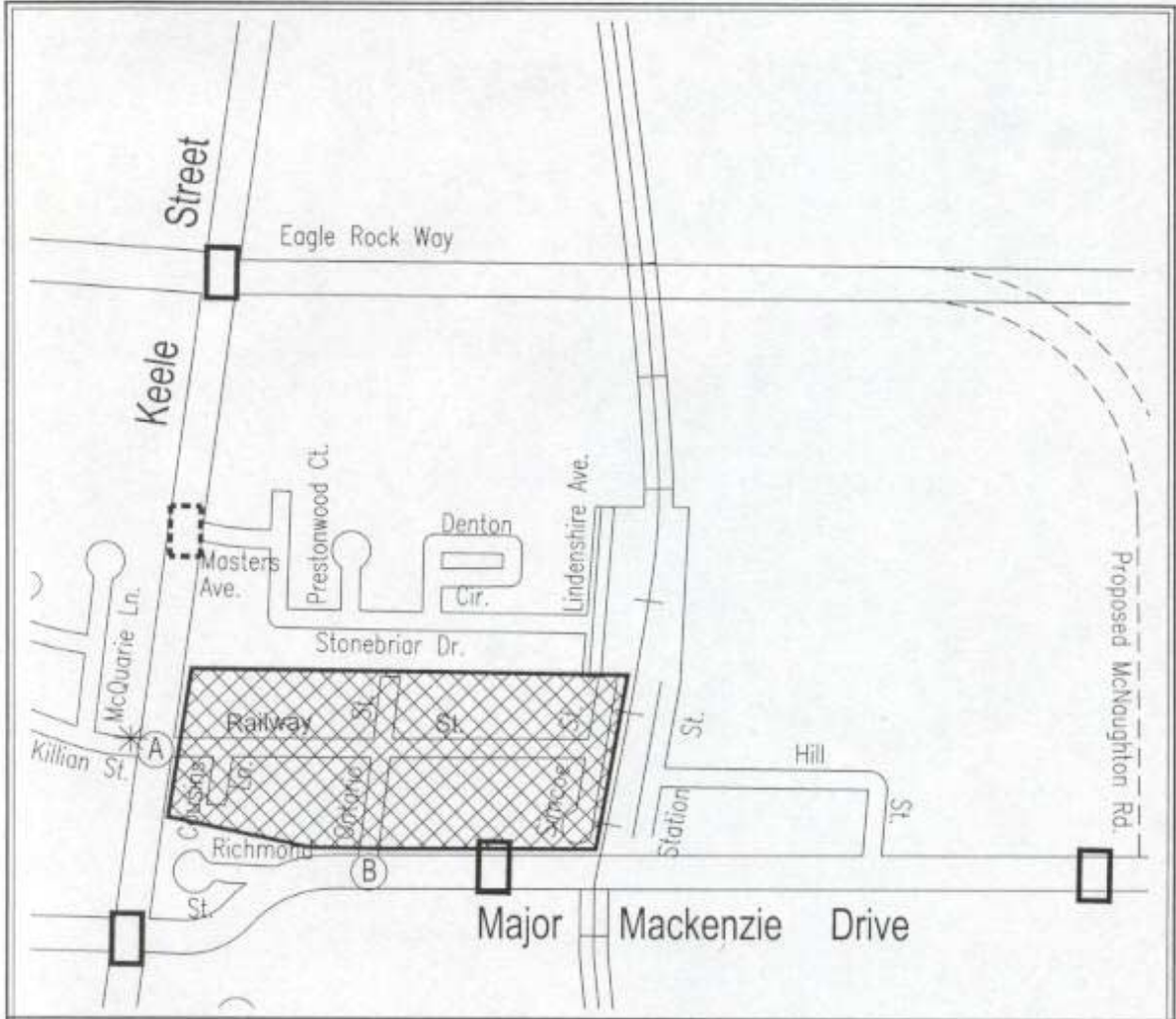
## **Report prepared by**

Mike Gough, Senior Transportation Technologist, ext. 8784  
Mike Dokman, Acting Transportation Supervisor, ext. 8031

Respectfully submitted,







Bill Robinson, P. Eng.  
Commissioner of Engineering and Public Works

# ATTACHMENT No. 1



## RAILWAY STREET STUDY AREA

### LEGEND

-  SUBJECT AREA
-  PROPOSED TRAFFIC SIGNAL (SEPT/OCT 2003)
-  EXISTING TRAFFIC SIGNALS
-  EXISTING INTERSECTION PEDESTRIAN SIGNAL
-  OR  TRAFFIC INFILTRATION START OR FINISH POINT



NOT TO SCALE



**NOTICE OF PETITION**

**A petition has been submitted with respect to the following matter and a copy is on file in the office of the City Clerk:**

**Agenda Item No.:**      **6**

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**Item Name:**      **RAILWAY STREET, SIMCOE STREET AND  
ONTARIO STREET  
TRAFFIC OPERATIONS**

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**Particulars of the Petition:**

**Dated:**      **-**

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**No. of Signatures:**      **49 (3 pages)**

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**Submitted by:**      **Residents**

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**For a copy of the petition contact:**

**City of Vaughan, Clerk's Department, 2141 Major Mackenzie Drive, Vaughan, L6A 1T1  
Tel: (905) 832-8504 Fax: (905) 832-8535**