

## **COMMITTEE OF THE WHOLE – MARCH 24, 2003**

### **PROPOSED CLOSURE OF KING HIGH DRIVE AT DUFFERIN STREET**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That King High Drive not be closed at Dufferin Street; and
2. That the Region of York be requested to review the feasibility of altering the signal timings at the intersection of Dufferin Street and Centre Street so that motorists will be less inclined to use King High Drive.

#### **Purpose**

To report on the feasibility and impacts associated with closing King High Drive at Dufferin Street.

#### **Background - Analysis and Options**

At its meeting of February 10, 2003, Council approved a recommendation that staff provide a report on the feasibility of closing King High Drive at Dufferin Street. King High Drive is a local residential roadway that intersects Dufferin Street approximately 150 metres north of Centre Street in Thornhill. Refer to Attachment No. 1.

#### **Background**

King High Drive is within the area of the King High Drive Traffic Committee, which was formed as per Council direction at its meeting of May 13, 2002, to look at the installation of traffic calming measures on King High Drive, Concord Road and Lawrie Road. One of the issues identified by the residents at the initial public meeting was traffic infiltration on King High Drive.

In response, an infiltration study was conducted by staff in October 2002. The results of the study indicate that during the morning peak period approximately 34 percent of motorists travelling between the Dufferin Street/King High Drive and Concord Road/Centre Street intersections are infiltrating. The corresponding amount during the afternoon peak period is approximately 14 percent. However, the actual number of motorists turning onto King High Drive from Dufferin Street during each of these time periods is low, at less than 50 vehicles.

A follow-up infiltration study was conducted by staff in March 2003 during the morning peak period. The results indicate that approximately 49 percent of motorists travelling between the Dufferin Street/King High Drive and Concord Road/Centre Street intersections during this time are infiltrating. Again, the actual number of motorists turning onto King High Drive from Dufferin Street during is low, at less than 50 vehicles.

At the first working meeting of the traffic committee the members decided to pursue the closure of King High Drive at Dufferin Street, rather than the installation of traffic calming measures on King High Drive, Concord Road and Lawrie Road.

#### **Road Closure Impacts**

Closing King High Drive at Dufferin Street would:

- Affect residents on adjacent streets. As an example, many motorists currently infiltrating through the neighbourhood, as well as residents living on King High Drive, would likely divert to Beverley Glen Boulevard to the north. The residents of these other streets would

likely oppose a road closure on King High Drive.

- Inconvenience residents of King High Drive by forcing them to divert onto other streets.
- Increase emergency response times. This will be the case even if an emergency access with removable bollards is provided at the intersection, as the Fire Department has indicated the act of removing these bollards often involves an equivalent amount of time as diverting to another street.
- Set a precedent in the City of Vaughan. Similar road closure requests, such as on Santa Barbara Place in Weston Downs, or Wigwoss Drive in the Vaughanwood neighbourhood, have been refused by Council in the past.
- Impact access for a planned development on the southeast corner of the intersection. A site plan application (DA.02.062) was considered by Committee of the Whole at its meeting of March 3, 2003, for an office building with 33 parking spaces on the site. Access would be via a full movements driveway off King High Drive, and a right in/right out driveway off Dufferin Street. Should King High Drive be closed the location of the closure would have to be carefully considered. If the closure was at Dufferin Street, the patrons unable to use the right in/right out driveway would be forced to divert through the adjacent residential neighbourhood. If the closure was located east of the driveway, it would be difficult to implement given limited space in the right of way and the locations of existing driveways.

In light of these impacts, and the low volume of infiltrating traffic on King High Drive, staff cannot recommend the closure of King High Drive at Dufferin Street.

A couple of alternatives to a road closure can be pursued with the Region of York. It may be possible to alter the signal timings at the intersection of Dufferin Street and Centre Street to make motorists less inclined to use King High Drive to by-pass the intersection. The Region can also be requested to install a southbound left turn prohibition at the intersection of Dufferin Street and King High Drive during the morning peak period. Such a prohibition would, however, also affect the office building planned on the southeast corner.

### **Conclusion**

Based on the foregoing, it is recommended that King High Drive not be closed at Dufferin Street, and that the Region of York be requested to review the feasibility of altering the signal timings at the intersection of Dufferin Street and Centre Street.

### **Attachments**

1. Location Map

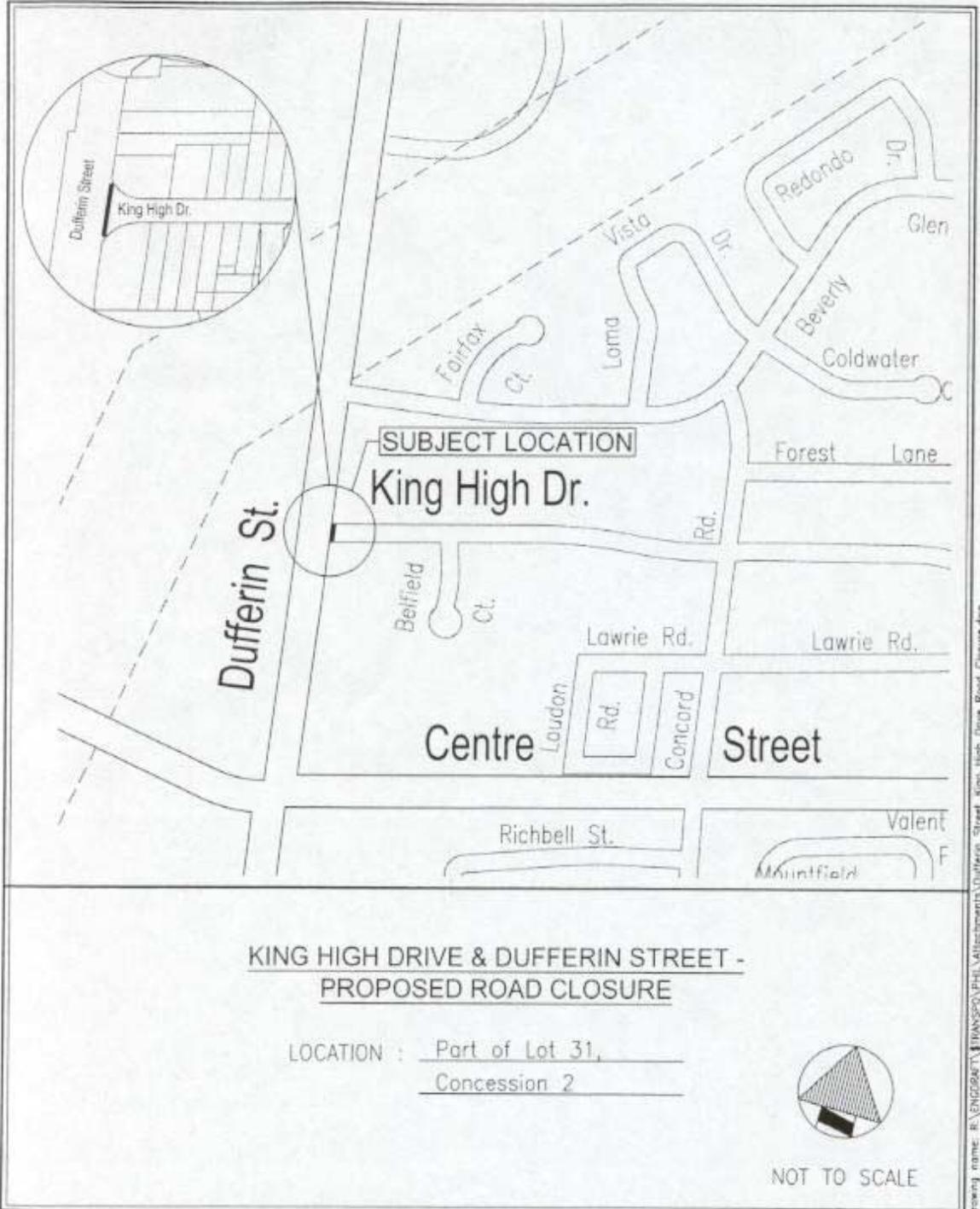
### **Report prepared by**

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Respectfully submitted,

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

# ATTACHMENT No. 1



CITY OF VAUGHAN - ENGINEERING DEPARTMENT