

COMMITTEE OF THE WHOLE - JUNE 21, 2004

ISLINGTON AVENUE AT MAJOR MACKENZIE DRIVE REQUEST TO REVISE REGIONAL INTERSECTION DESIGN

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That should Council agree with the KARA request, the Region of York be requested to modify, at its cost, the design of the Major Mackenzie Drive / Islington Avenue intersection to provide only one northbound through lane north of Major Mackenzie Drive rather than the through and the merge lanes currently planned.
2. That the Region of York be requested to install signage that would direct truck traffic destined to Highway 27 north to travel west on Major Mackenzie Drive to Highway 27.
3. That the KARA request for a raised pedestrian crossing on Islington Avenue at the existing walkway from Capner Court with a connection to the existing sidewalk on the east side of Islington Avenue be referred to the 2005 Capital Budget deliberations.

Purpose

To report on requests from KARA regarding traffic management in the area of Islington Avenue and Major Mackenzie Drive.

Background – Analysis and Options

The Region of York is currently proceeding with the widening and reconstruction of Islington Avenue south of Major Mackenzie Drive. The Region's design for the intersection of Islington / Major Mackenzie includes the provision of two north bound lanes through the intersection which subsequently merge into a single lane after traffic has cleared the intersection. Islington Avenue north of Major Mackenzie Drive is a two lane road (1 in each direction) under the jurisdiction of the City of Vaughan. The City has no plans to widen this section of Islington Avenue.

The Region's proposed design is in keeping with intersection standards utilized across the Region and Ontario. The rationale for the design standard is to reduce the number of decision factors that a motorist must comprehend as they approach a signalized intersection with multiple movement options.

The Kleinburg and Area Ratepayers' Association (KARA) has expressed a desire to deter through traffic from entering Kleinburg and is opposed to the Region's design. As well KARA wishes to facilitate safe pedestrian crossings both at this intersection and in the area of the existing walkway connecting with Capner Court.

Accordingly, KARA has asked the Region of York to modify its design for the intersection so that only one through lane carries through the intersection. Region of York staff acknowledge that the flow of traffic along Islington Avenue through the village of Kleinburg is largely a local municipal issue. They have considered the KARA option and are prepared to implement certain changes provided that the City of Vaughan develops consensus within the Community on the issue and provides a resolution from City Council supporting such initiatives. Since the revisions would impact motorists on a Regional and local basis, Regional staff believe it to be imperative to obtain the full support of the local municipality prior to considering changes to the design.

Regional staff advised that the Islington Avenue project would be tendered in May, 2004. If any changes are to be made, York Region would handle them as a change to the original contract.

Diversion of Truck Traffic

KARA has also requested that additional signage be installed to deter trucks from traveling through the Kleinburg village core to northbound Highway 27. There is already a "No Trucks" sign on Islington north of Major Mackenzie. In order to provide advance warning for truck traffic, it would be necessary to install advisory signage on the Regional road allowance. Accordingly, KARA has requested that Council request the Region of York to install signs to direct trucks to travel west on Major Mackenzie Drive to Highway 27.

Raised Pedestrian Crossing

The residential subdivision on the west side of Islington Avenue north of Major Mackenzie Drive includes a system of sidewalks that has a connection to Islington Avenue via a walkway at Capner Court. Pedestrian connections are also located at Bindertwine Boulevard and via a walkway connection to Westridge Drive. A raised pedestrian crossing was constructed a few years ago at the Westridge Drive walkway to connect with the sidewalk on the east side of Islington Avenue. Pedestrians can also cross Islington at the all way stop controlled intersection of Bindertwine / Islington / Sevilla.

The walkway at Capner Court ends on the west boulevard of Islington Avenue with no pedestrian connection to the existing sidewalk on the east side of Islington. To provide for a safe pedestrian connection, KARA has requested the construction of a raised pedestrian crossing and a ditch crossing to the east side of Islington Avenue. The estimated cost of the raised pedestrian crossing, culvert, sidewalk connections and signage is estimated to be in the order of \$15,000. Since this project was not considered as part of the 2004 budget deliberations, it is recommended that this project be submitted for consideration in the 2005 budget. Subject to funding approval, the work would be planned for construction in 2005.

Relationship to Vaughan Vision 2007

This report is consistent with the objectives of Vaughan Vision 2007 which encourage support of regional and provincial initiatives on transportation infrastructure (3.2.4), encourages the development and implementation of bicycle and pedestrian networks (3.2.5), implements effective traffic calming measures (3.3.1) and seeks to improve community safety through design, prevention, enforcement and education (1.1).

This report is consistent with the priorities previously set by Council.

Conclusion

The request from KARA for intersection modifications is reasonable and Regional Staff have indicated they are prepared to implement revisions provided that Council supports such initiatives. Should Council consider the revisions to be acceptable, it is recommended that the request be supported and forwarded to the Region of York. Directional signage to direct heavy trucks around the Kleinburg core would be appropriate to reduce the truck traffic traveling through the core to reach Highway 27 north. A raised pedestrian crossing at the Capner Court walkway would be effective in assisting motorists to obey the 40 km/hr speed limit on Islington Avenue and complete an integral connection in the area pedestrian system.

Attachments

1. Location Map

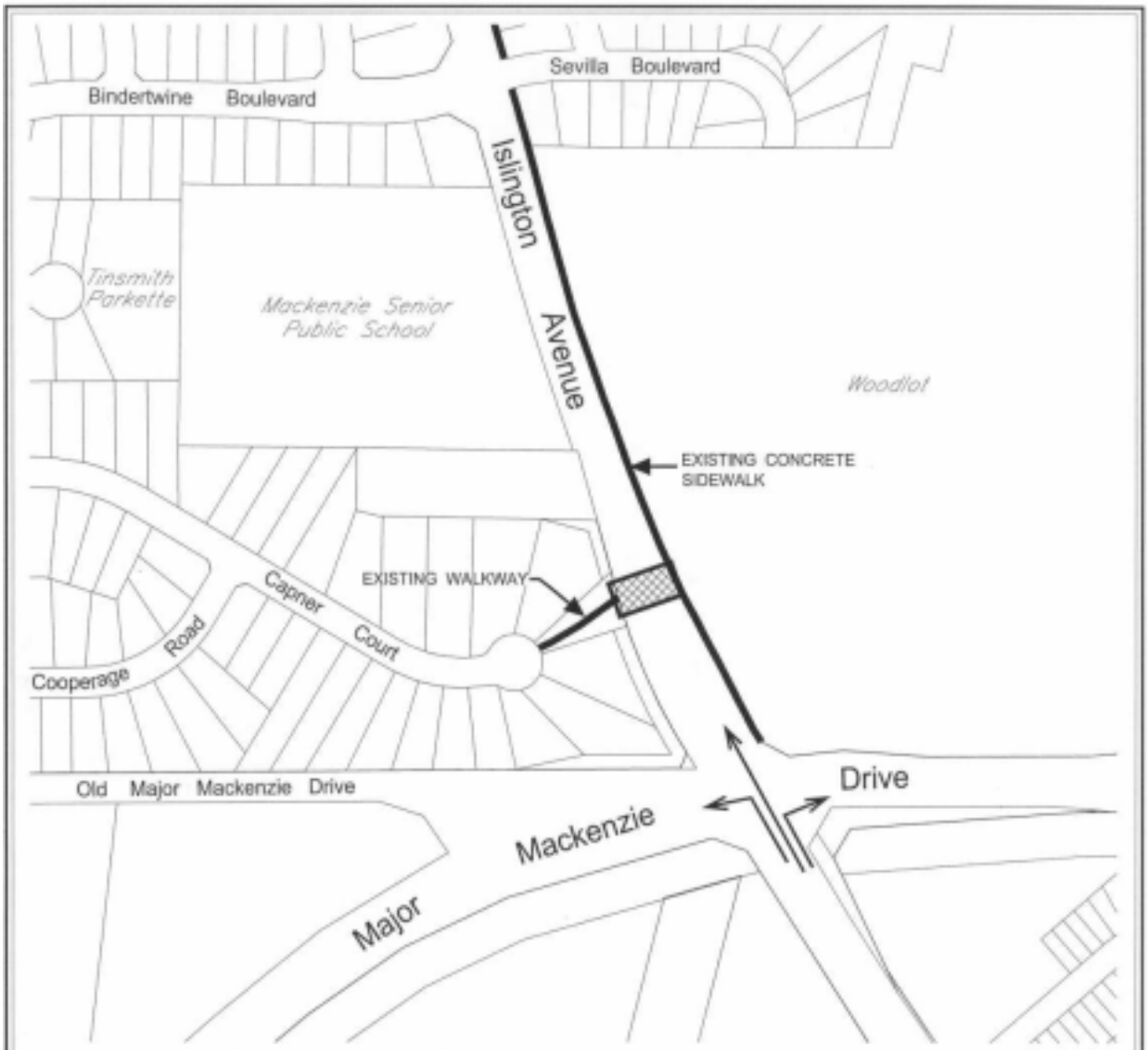
Report Prepared by

Bill Robinson, P. Eng., Commissioner of Engineering and Public Works, Ext 8247

Respectfully submitted,

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

ATTACHMENT No. 1



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LOCATION : Part of Lot 21, Conc. 8

LEGEND



PROPOSED RAISED PEDESTRIAN CROSSING



PROPOSED NORTHBOUND LANE CONFIGURATION



NOT TO SCALE