

**10**  
**ST. JOHN'S SIDEROAD**  
**OPERATIONAL SAFETY REVIEW**  
**YONGE STREET TO BATHURST STREET**  
**TOWN OF AURORA**

**The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, March 31, 2004, from the Commissioner of Transportation and Works:**

**1. RECOMMENDATIONS**

It is recommended that:

1. A "No Stopping Anytime" prohibition be implemented on both sides of St. John's Sideroad (Y.R. 26), between Bathurst Street (Y.R. 38) and Yonge Street (Y.R. 1) in the Town of Aurora.
2. The Regional Solicitor prepare the necessary by-law.
3. Copies of this report be forwarded by the Regional Clerk to the Clerk of the Town of Aurora, the Chief of Police and to Mr. Jeff Allan..
4. York Regional Police be requested to continue their enforcement of the 60-km per hour speed zone, as their resources permit.

**2. PURPOSE**

This report presents the results of an operational safety review of the section of St. John's Sideroad, from Yonge Street to Bathurst Street, in the Town of Aurora. A location plan is provided as *Attachment 1*.

**3. BACKGROUND**

Regional staff has received correspondence from Mr. Jeff Allan, a concerned resident living in the section of St. John's Sideroad, between Bathurst Street to the west and Yonge Street to the east. This correspondence included a copy of a presentation, made by this resident, to a General Committee meeting of the Town of Aurora Council. The concerns are regarding the amount of truck traffic, excessive speed, vehicles utilizing the shoulder for parking, and other general traffic issues.

This report represents the results of the review of collision history, speed and heavy truck data, and existing roadway signage along this section of St. John's Sideroad.

## **4. ANALYSIS AND OPTIONS**

St. John's Sideroad, from Yonge Street to Bathurst Street, is an east-west arterial road and services an average of 8,800 vehicles per day. The posted speed limit is 60-km per hour. It is a two-lane paved rural arterial roadway with no sidewalks and a narrow shoulder along both sides. There are thirteen residential properties on the south side and one on the north side, with direct access onto this section of St. John's Sideroad. Currently, a new subdivision is being developed on the north-east corner of Bathurst Street and St. John's Sideroad and approximately nine existing homes serviced by two separate private roads on the south side east of Bathurst Street.

The following studies and assessments were conducted as part of the operational safety review:

- Collision Analysis
- Speed Survey Analysis
- Field Analysis
- Heavy Truck Analysis

### **4.1 Collision Analysis**

Regional staff reviewed the collision history, between January 1999 and December 2003, on this section of St. John's Sideroad. The data included all collision occurrences within the road section and local intersections between Yonge Street and Bathurst Street, but did not include the collision history within the intersections of St. John's Sideroad at Yonge Street or Bathurst Street.

The collision summary revealed a total of eight collisions during the five year period for an average of 1.6 collisions per year. The number and types of collisions along this section are listed in Table 1. Typically, angle and rear-end collisions indicate that frequent conflicts are occurring at intersections and access points and loss of control collisions indicate that road surface conditions, travel speeds, and cross-section elements may require attention. In comparison to other road sections within the Region, the collision history on this section of St. John's Sideroad is low with no specific collision pattern.

Of these eight collisions, one involved personal injuries and one was noted as being speed related. Another collision involved a vehicle traveling eastbound colliding with a vehicle stopped on the shoulder.

In order to improve safety on all Regional roads, collision patterns are analyzed to determine methods to reduce their frequency and severity. Although no specific collision pattern exists for this section of St. John's Sideroad, prohibiting vehicles from stopping on the shoulder will improve safety and will reduce collision potential. As a result, a "No Stopping Anytime" prohibition is proposed for both sides of St. John's Sideroad between Bathurst Street and Yonge Street. Staff from the Town of Aurora is supportive of this recommendation.

**Table 1**  
Collision History – January 1999 to December 2003

<b>Collision Type</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>Number of Collisions</b>
Left-turn collisions	0	0	0	0	0	0
Angle collisions	0	0	0	0	1	1
Rear-end collisions	0	0	1	0	1	2
Lost control collisions	1	0	0	1	0	2
Side swipe collisions	1	1	0	0	0	2
Approaching collisions	0	0	0	1	0	1
<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>8</b>

#### **4.2 Speed Survey Analysis**

Regional staff conducted speed studies in May 2003, during typical weekday and off-peak periods, with ideal weather conditions and dry pavement. The majority of traffic travelling along St. John's Sideroad was recorded as travelling at an average rate of speed of 67-km per hour. The posted speed limit is 60-km per hour. The 85<sup>th</sup> percentile speed, which is the speed at or below which 85% of the vehicles travel, was calculated to be 75-km per hour.

Based upon this information, Regional staff does not recommend a reduction in the posted speed limit at this time. If the proposed new "Speed Limit Policy" as presented at the Transportation and Works Committee meeting of February 4, 2004, is adopted by Regional Council, staff will apply the policy to this section of St. John's Sideroad. If a speed limit reduction is warranted, based upon the warrants contained within the policy, staff will submit a follow-up report to Transportation and Works Committee. The preliminary results of applying the proposed "Speed Limit Policy" suggest the current posted speed will remain in effect.

In response to recurring complaints from local residents, York Regional Police continue to provide speed enforcement in this area. Police records show seventeen occurrences, between the dates of December 3, 2003 and January 26, 2004, where York Regional Police carried out enforcement. During this time a total of 35 tickets were issued with five warnings. This road section continues to be a high priority for police enforcement.

#### **4.3 Field Analysis**

Regional Staff completed a field investigation along the road section to review signage and other roadway features. Existing signage and driveway locations were inventoried as part of the investigation. The Transportation and Works Department follow the guidelines outlined in the Ontario Traffic Manual for installation of pavement markings and roadway signage. This manual provides minimum guidelines and establishes uniformity across the Province. It has been determined the existing signage and pavement markings are in accordance with the Ontario Traffic Manual, however, the signage can be enhanced by adding an additional speed limit sign in each direction and

one additional steep grade sign facing eastbound traffic. Additionally, there has been some pedestrian activity noted on this road section. To advise motorists of the potential of pedestrians adjacent to or crossing the road, a pedestrian ahead sign will be installed near the east and west limits of the roadway section.

#### **4.4 Heavy Truck Analysis**

The heavy truck analysis revealed that 5% of vehicles traveling in both directions on St. John's Sideroad are considered heavy trucks (three or more axles). The average heavy truck volume on Regional Roads is 7%.

From the collision information, it was determined that one collision involved a truck and that the driver of that vehicle was at fault. Based upon this information, Regional staff does not recommend a truck prohibition at this time.

### **5. FINANCIAL IMPLICATIONS**

The financial resources required to conduct operational safety reviews and the costs associated with the manufacturing and installation of the recommended signs are included in the 2004 Operational Budget. With respect to the "No Stopping Anytime" prohibition, and in accordance with the Regional and Provincial Offences Agreements, the Town of Aurora will retain any enforcement revenue.

### **6. LOCAL MUNICIPAL IMPACT**

The overall safety of the Regional roadway is of concern to the Region and the local municipality. Staff from the Town of Aurora has been informed of the results of this operational safety review and the Town staff is supportive of the recommendations of this report. The enforcement of the stopping prohibition by-law will be carried out by the by-law enforcement staff of the Town of Aurora.

### **7. CONCLUSION**

In response to requests from area residents, the Roads Transportation Branch has completed an operational safety review of St. John's Sideroad from Yonge Street to Bathurst Street. In order to address their concerns, a "No Stopping Anytime" prohibition is proposed to be implemented on both sides of St. John's Sideroad, from Bathurst Street to Yonge Street. Additional speed limit, grade and pedestrian signing will also be installed.

A copy of this report should be sent by the Regional Clerk to the Clerk of the Town of Aurora, the Chief of York Regional Police for enforcement purposes and to Mr. Jeff Allan, the concerned resident.

The Senior Management Group has reviewed this report.

*(A copy of the attachment referred to in the foregoing has been forwarded to each Member of Council with the April 7, 2004 Transportation and Works Committee agenda and a copy thereof is on file in the Office of the Regional Clerk.)*