

# The Regional Municipality of York

Committee of the Whole  
Transportation Services  
June 10, 2021

Report of the Acting Commissioner of Transportation Services

## **Request for Traffic Signals Keele Street and Norman Drive Township of King**

### **1. Recommendations**

1. Traffic signals not be installed at the intersection of Keele Street and Norman Drive in the Township of King.
2. The Regional Clerk forward this report to the Clerk of the Township of King.

### **2. Summary**

This report responds to a resolution received from Township of King (Township) requesting the Region approve an all-moves signalized intersection that does not meet the required criteria at Keele Street and Norman Drive, as part of the Stateview Homes (High Crown Estates) Inc. (Stateview Homes) development, at the property owner's expense.

Key Points:

- Township of King is requesting an all-moves signalized intersection at Keele Street and Norman Drive as part of a proposed development that currently does not meet the Region's Traffic and Pedestrian Signal Policy criteria
- The traffic impact assessment identifies the existing road network and intersections would provide sufficient capacity

### **3. Background**

#### **Township of King received applications under the *Planning Act* for a residential development fronting Keele Street**

Stateview Homes submitted applications under the *Planning Act* to the Township for a 48-unit development of three-storey townhouses fronting Keele Street between Dennison Street and Norman Drive. The developer appealed the applications to the Local Planning Appeal Tribunal and subsequently submitted a revised proposal to the Township. The revised

proposal contemplates access to the development from both Keele Street and Dennison Street. A full access to the development via Dennison Street (local road) and a right-in and right-out access on Keele Street (Regional road) is proposed. An issue raised during the appeal is whether access to the development would be exclusively from the intersection of Keele Street and Norman Drive via new traffic signals.

Staff have reviewed submissions and responded to the Township and developer throughout the planning process indicating traffic signals are not warranted based on the traffic impact assessment and should not be installed.

### **Township of King has requested an all-moves signalized intersection at Keele Street and Norman Drive at the property owner's expense**

The Township supports an all-moves, signalized access from Keele Street, subject to the elimination of full vehicular access to Dennison Street and provision of restricted access for pedestrians and emergency purposes.

On May 11, 2021, the Regional Clerk received a Township of King Council resolution (Attachment 1) requesting the Region approve installation of traffic signals at the intersection of Keele Street and Norman Drive. Associated costs are to be paid for by Stateview Homes. Timing for reconstruction of the intersection is uncertain. A location map showing the proposed development and intersection is included as Attachment 2.

### **In [June 2015](#), Council adopted the updated Traffic and Pedestrian Signal Policy**

The Region's Traffic and Pedestrian Signal Policy (Policy) is consistent with Ministry of Transportation of Ontario traffic signal warrant criteria and directly references Ontario Traffic Manual Book 12 entitled Traffic Signals. This publication provides for a consistent approach to be used across the province to determine when installation of signals would be required. Signal criteria are based on traffic volume and delay, pedestrian volume and collision history. The Policy acknowledges Council has authority to approve traffic signals that do not satisfy Policy criteria.

### **Past installations of traffic signals not satisfying Policy criteria have been fully funded by the requesting party**

The Policy stipulates funding of traffic or pedestrian signals at private entrances are at the expense of the property owner. When requested signals on Regional roads have been installed, Council's practice has been to approve installation conditional on costs being fully recovered from the property owner which, in this case, is Stateview Homes.

## 4. Analysis

### **The intersection of Keele Street and Norman Drive does not satisfy the Region's Traffic and Pedestrian Signal Policy criteria**

Results of the traffic impact assessment provided by the developer show projected traffic volume counts for vehicles entering/exiting the new subdivision account for only 10% of the required minimum to satisfy the Policy criteria.

### **The traffic impact assessment identifies the existing road network and intersections would provide sufficient capacity**

Based on an assessment of future traffic conditions, site traffic generated from the subject development is expected to have a minimal impact on operations at the study intersections along Keele Street. As a result, there are no recommended improvements to any of the intersections in response to development of the subject site.

As currently proposed, the site will have access onto Keele Street at Norman Drive as well as via Dennison Street. A traffic assessment completed during the development approval process identified the existing road network and intersections would provide sufficient capacity which is expected to operate well using stop control.

## 5. Financial

The cost to install traffic signals at a typical four-approach intersection is approximately \$250,000, subject to final design. Annual operating costs are approximately \$7,800. Installation of traffic signals that do not satisfy the policy criteria are to be paid for by the property owner, including operating and maintenance costs. All costs are non-refundable.

## 6. Local Impact

Traffic and pedestrian signals are required to balance alternating right-of-way between all road users and to facilitate access to local communities. Installation of traffic signals not meeting Policy criteria result in increases in overall delay on the major street, negatively impacting the flow of traffic. In this case, traffic on Keele Street would experience approximately 30 seconds of delay per vehicle during rush hours. Local municipal staff have been notified traffic signals at this location do not currently satisfy the Policy criteria.

## 7. Conclusion

Township of King is requesting an all-moves signalized intersection at Keele Street and Norman Drive as part of a proposed development at the property owner's expense. This intersection does not currently satisfy the criteria under the Region's Traffic and Pedestrian Signal Policy. A traffic assessment completed during the development approval process identified the existing road network and intersections would provide sufficient capacity.

Staff do not recommend traffic signals be installed at the intersection of Keele Street and Norman Drive in the Township of King.

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For more information on this report, please contact Joseph Petrunaro, Director Roads and Traffic Operations, at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.



Recommended by:

**Ann-Marie Carroll**

Acting Commissioner of Transportation Services



Approved for Submission:

**Bruce Macgregor**

Chief Administrative Officer

May 21, 2021

Attachments (2)

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