

## Committee of the Whole (2) Report

---

**DATE:** Tuesday, September 20, 2022

**WARD:** 3

**TITLE:** **SEDGEWICK PLACE AND NEIGHBOURHOOD AREA TRAFFIC REVIEW**

**FROM:**

Zoran Postic, Deputy City Manager, Public Works

**ACTION:** DECISION

---

**Purpose**

To inform Council on the traffic issues for Sedgewick Place and the surrounding area, operations study findings and next steps, including a plan to address community interests.

**Report Highlights**

- Staff completed traffic operational reviews in 2020 and 2022 to investigate reported traffic concerns on Sedgewick Place.
- Speed management measures have since been installed to address community traffic concerns and promote sustainable transportation along Sedgewick Place and the adjacent road network.
- In collaboration with York Region, staff have identified additional options for consideration and will undertake additional studies to evaluate the effectiveness of these measures to address speed, volume concerns and to improve traffic flow along both the local and regional roads.
- Community involvement in the study process would benefit the advancement of the neighbourhood traffic plan which are currently being developed.

## **Recommendations**

1. That staff be directed to conduct community consultations, as necessary, to advance the development of the neighbourhood traffic plan, and report back to a future Committee of the Whole meeting; and
2. That the City Clerk forward a copy of this report to York Region, York Regional Police, York Region District School Board, York Region Catholic School Board, and Student Transportation Services of York Region.

## **Background**

**Residents have raised traffic concerns with respect to Sedgewick Place and the surrounding road network which has resulted in the implementation of several traffic measures to improve traffic operations.**

Residents on Sedgewick Place expressed concerns related to vehicular speeding on Sedgewick Place and the surrounding road network. Traffic operational reviews completed for Sedgewick Place resulted in the installation of the following traffic measures and actions to improve traffic operations:

- radar message boards as part of the City's speed compliance program.
- a pedestrian ahead warning sign on Sedgewick Place.
- larger stop signs at Chatfield Drive and Sedgewick Place.
- York Regional Police were notified of speeding concerns on Sedgewick Place.

An all-way stop control was warranted and installed at the intersection of Lawford Road and Harley Drive in 2021 and Lawford Road and Farooq Blvd in 2022 to control the right of way at the intersection.

**Speed management measures have been installed along Lawford Road to support active school travel and promote sustainable transportation.**

As part of the City's active school travel pilot program, speed management measures have been installed along Lawford Road to encourage active school travel for students of two elementary schools (Johnny Lombardi Public School, Guardian Angels Catholic Elementary School) and one secondary school (Tommy Douglas Secondary School). Under this program, staff have completed the installation of in-road flexi-signs on Lawford Road, radar message boards, and edge line painting, which together enhance pedestrian safety in and around school zones, and promote healthy, active, and sustainable travel among students.

Attachment No. 1 shows a location map of Sedgewick Place and the surrounding area.

### **Previous Reports/Authority**

Not applicable.

### **Analysis and Options**

**Staff have completed a traffic operational review in response to community concerns with respect to high traffic volumes and traffic infiltration along Sedgewick Place.**

In 2022, resident concerns emerged regarding high traffic volumes and potential traffic infiltration along Sedgewick Place, which prompted staff to review 2020 speed and volume findings and conduct an all-way stop review. Staff reviewed the speed and volume studies conducted in late 2020, which found that speeds complied to the statutory speed limit of 50km/hr., following the installation of the speed management measures. However, a review of traffic volume found that Sedgewick Place is operating at the 1,000 vehicles per day capacity (typical for local roads based on Transportation Association of Canada Guidelines).

**Table 1: Speed and Volume Review Study Findings (October and December 2020)**

Date	Average Speed (NB/SB)	Operating Speed (85 <sup>th</sup> % speed) (NB/SB)	24-hour daily volume Total
October 2020	31/31	40/40	1738
December 2020	33/32	46/45	1614

An all-way stop control review was also conducted at the intersection of Sedgewick Place and Wardlaw Place. The City's all-way stop control warrant analysis follows guidelines established in the 2021 Ontario Traffic Manual and considers minimum vehicular volumes, accident hazards, and sight restrictions at the intersection. The review found that observed traffic volumes, hazards, and sight restrictions did not meet the Provincial Warrant for all-way stop controls. A York Regional Police collision data review reported no collisions at the intersection during the three years from May 2019 to May 2022.

**High volumes of community traffic are using Sedgewick Place to access the regional road network**

The area surrounding Sedgewick Place has limited continuous mid-block collector roads to access the regional road network. Sedgewick Place may serve as a collector road for community residents seeking alternative routes away from Lawford Road to access Chatfield Drive and Weston Road. Further studies will be undertaken in the fall to assess travel time resulting from community traffic.

An Origin-Destination traffic review was undertaken in Spring 2022 to assess the extent of community traffic dispersing through the neighbourhood network along Sedgewick Place. The results showed that during the 7:00am to 9:00am peak period, traffic originating north and west of Sedgewick Place and exiting at the intersection of Chatfield Drive and Sedgewick Place accounted for 45% of southbound traffic along Sedgewick Place. The corresponding opposing traffic flow of traffic originating from Chatfield Drive and Sedgewick Place and exiting north and west of Sedgewick Place accounted for 20% of northbound traffic on Sedgewick Place. Refer to Attachment Map No. 2 for details.

**Community involvement in the study process would benefit the development of a neighbourhood traffic plan.**

City staff are exploring additional measures to limit traffic onto Sedgewick Place, which will be undertaken in consultation with the community.

Possible Measures	Advantages	Disadvantages
Local Traffic Only Signs	<ul style="list-style-type: none"> <li>• Ease of implementation</li> <li>• Raises public awareness</li> <li>• Can reduce community traffic infiltration</li> </ul>	<ul style="list-style-type: none"> <li>• Signs are not legally enforceable</li> <li>• Impact may not be significant</li> </ul>
Prohibiting Turning Movements	<ul style="list-style-type: none"> <li>• Regulatory sign (enforceable)</li> <li>• Reduces traffic volume during morning rush hours</li> </ul>	<ul style="list-style-type: none"> <li>• Prohibitions impact all road users (both residents and non-resident)</li> <li>• Restricts access for residents</li> <li>• Increases traffic volumes on other local roads</li> </ul>

		<ul style="list-style-type: none"> <li>• Requires on-going enforcement to be effective</li> </ul>
Implementing One-Way Movement	<ul style="list-style-type: none"> <li>• Regulatory sign (enforceable)</li> <li>• Reduces traffic volumes</li> <li>• Effective in reducing traffic volumes</li> </ul>	<ul style="list-style-type: none"> <li>• Restricts access for residents</li> <li>• Requires design modification from a two-way to one-way street.</li> <li>• Increases traffic volumes on other local roads</li> <li>• Impacts waste management and emergency response vehicles</li> </ul>
Active School Travel to promote alternative transportation	<ul style="list-style-type: none"> <li>• Well-implemented program with community support may reduce vehicle trips</li> </ul>	<ul style="list-style-type: none"> <li>• Program would represent a fundamental shift in trip choices to be effective</li> </ul>

The options listed have diverse implications for mobility and access within the community. Both the turn restrictions and one-way streets will apply to both community traffic and residents on Sedgewick Place and require regular enforcement to be effective. In addition, an assessment for pedestrian crossover signs at the Chatfield Drive and Lawford Road roundabout will be reviewed to increase accessibility and enhance the pedestrian environment. Consultation will be undertaken with the York Region District School Board, York Catholic District School Board, and Student Transportation Services of York Region, on the opportunities to assess any potential changes in elementary school arrival and dismissal times for the schools located on Lawford Road.

Additional traffic studies will be undertaken in the fall to assess the feasibility of the potential measures to address community interests. Staff will continue to work with our partners to address concerns regarding road safety and assess sustainable transportation options, including York Region, York Regional Police, and the school boards.

## **Financial Impact**

Not applicable.

## **Broader Regional Impacts/Considerations**

### **Adjacent development and intensification are being monitored.**

Recent development applications have been circulated to the City within the Block 40 South Plan (bounded by Stanton Avenue to the north, Weston Road to the east, Major Mackenzie Drive to the south and Pine Valley Drive to the west). Additional development applications include medium and high-density infill development located east of Sedgewick Place, which is in the early stages of the development review process.

Staff will work with York Region, and internal City departments such as Development Engineering and Infrastructure Planning and Corporate Asset Management, to review and monitor development activity and address potential impacts on Sedgewick Place and area residents and promote sustainable transportation options. York Region has also been consulted on the traffic issues related to Sedgewick Place and will undertake a school travel study, and a signal operation review at the intersection of Weston Road and Chatfield Drive to assess traffic flow and broader regional impacts on the local community.

## **Conclusion**

Traffic operational reviews conducted in 2020 and 2022 on Sedgewick Place resulted in the implementation of speed management measures to address community traffic concerns and promote sustainable transportation along Sedgewick Place and the adjacent road network. Recent concerns identified by the community regarding traffic infiltration and traffic flow will require additional studies conducted by the City and York Region to improve traffic flow on local and regional roads. Staff will provide Council with an update on the upcoming studies and present additional options for consideration, inclusive of community engagement to support the recommendations.

**For more information**, please contact:

Peter Pilateris, Director, Transportation and Fleet Management Services, ext. 6141.

Margie Chung, Manager, Traffic Engineering, ext. 6173.

## **Attachments**

1. Location Map.
2. Traffic Infiltration Study on Sedgewick Place.

**Prepared by:**

Mark Ranstoller, Senior Traffic Technologist, ext. 6117.

Sari Liem, Project Manager, MoveSmart, ext. 6216.

**Approved by:**



Zoran Postic, Deputy City Manager  
Public Works

**Reviewed by:**



Nick Spensieri, City Manager