

September 17, 2010



City Council Committee Report

To: Mayor & Council

Fr: Richard Perchuk, Manager of Operations

Re: 16th Avenue North Railway Crossing – Safety Concern (Amended)

Recommendation:

That Council give three readings to a by-law to amend Traffic Regulation By-law #127-2001 to include the following changes to Schedule O “Stop Signs at Intersections” and to Schedule P “Yield Intersections” for Railway Street at 16th Avenue North:-

Schedule “O” Stop Signs at Intersections

Add:

Column 1
INTERSECTION

Column 2
FACING TRAFFIC

Railway Street and 16th Avenue North

Westbound on Railway Street
Eastbound on Railway Street

Schedule “P” Yield Intersections

Delete:

Column 1
INTERSECTION

Column 2
FACING TRAFFIC

16th Avenue North and Railway Street

Southbound on 16th Avenue North

Background:

In review of the safety concerns at the 16th Avenue North railway crossing raised by Transport Canada I would like to make the following comments.

The main problem with the crossing is the road alignment on the south side of the tracks and the difference of grade between the two. Due to the volume of traffic on Railway Street, especially after a train passes by the Airport Road Crossing, a large number of vehicles move along Railway Street heading west. When this happens vehicles crossing the tracks heading south become backed up as vehicles are unable to enter Railway Street.

It is possible vehicles are sitting on the tracks with a train approaching in another direction.

In respect to this matter I would suggest that a short term and long term plan is necessary.

Options for short term improvement:

- 1) Close the crossing at 16th Avenue North allowing traffic the use of the Airport Road crossing only.
- 2) Allow only north bound traffic across 16th Avenue North and close it to south bound vehicles.
- 3) Place Stop signs on the north side of the tracks to stop vehicles from crossing tracks until the south side is clear of any backups and erect signage to state "Do not Block Tracks".
- 4) Use of Stop signs on Railway Street to allow unrestricted flow of vehicles over the crossing in a south bound direction. (The main flow of traffic is on Railway Street in an east /west direction. The south bound traffic from 16th Avenue North would be designated the "through" street to eliminate any back up of vehicles on the tracks).

With poor visibility in both directions, along Railway Street at the 16th Avenue North crossing, the use of a Yield sign would become confusing for motorists due to the geometry of the intersection and who has the right-of-way. The Ontario Traffic Manual does not recommend the use of Yield signs for the control of major flow of traffic at an intersection.

A long term improvement would involve the redesign of the Railway Street and 16th Avenue North intersection or the installation of traffic lights to control movement across the tracks.

For the City to work on a long term improvement the Engineering Department will have to look at various design concepts and cost out the works to allow the project to be properly financed by Transport Canada, CP Rail and the City of Kenora as per the following breakdown:

Ministry of Transport	80%
CP Rail	7½%
City of Kenora	12.5%

On an interim basis it is recommended that stop signs be installed on Railway Street in both directions to allow an uninterrupted flow of traffic southbound over the 16th Avenue North C.P.R. crossing.

A Traffic Regulation By-Law amendment will be required to install the Stop signs and remove the present Yield sign.

I recommend that the City of Kenora Traffic Regulation By-law 127-2001 be amended to include the following changes to Schedule O "Stop Signs at Intersections" and to Schedule P "Yield Signs at Intersections" at Railway Street and 16th Avenue North.

Schedule "O" Stop Signs at Intersections

Add:

Column 1
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Railway Street and 16th Avenue North

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16th Avenue North and Railway Street

Southbound on 16th Avenue North

Budget: 2010 Operating Budget

Communication Plan/Notice By-law Requirements:

Resolution & By-law required.

Distribution: R. Perchuk, M. Vogrig, G. Henley, H. Kasprick, O.P.P.