

## **Morningside Heights Railway Whistling Cessation – Status Report**

<b>Date:</b>	July 20, 2010
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 42 – Scarborough Rouge River
<b>Reference Number:</b>	P:\2010\Cluster B\TRA\Scarborough\sc1082 D10-3871588 Morningside Whistling Cessation Status

### **SUMMARY**

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This status report on railway whistling cessation in the Morningside Heights community provides the results of the Consultant's whistling cessation study and the next steps in the process.

### **RECOMMENDATIONS**

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**Transportation Services recommends that:**

1. City Council receive this report for information.

#### **Financial Impact**

There is no financial impact at this time for receiving this report.

#### **ISSUE BACKGROUND**

At its meeting of September 24 and 25, 2008, Toronto City Council authorised staff to arrange for a Railway Whistling Cessation Study at four level crossings of the Canadian Pacific Railway (CPR) in the northeast area of Scarborough. This involved hiring a professional consultant with expertise in railway engineering.

Through a public Request for Proposal (RFP) process in late 2009, AECOM Canada Limited was retained in March 2010 to conduct the necessary Whistling Cessation Study to determine if whistling could cease at any or all of the four level crossings, and for identifying mitigating measures that would allow for whistling cessation rules to be enacted. The Consultant delivered the final report in June 2010.

## COMMENTS

It was identified that whistling cessation is feasible at all four of the crossings, subject to mitigation of the following safety deficiencies:

### *Beare Road at CPR Belleville Subdivision (Mile 192.48)*

- City of Toronto - Relocation of a warning sign on the north approach
- City of Toronto - Provide minimum 10 metres of spacing between warning sign and “X” pavement markings
- CPR – Signal mast foundations greater than 100 millimetres

### *Reesor Road at CPR Belleville Subdivision (Mile 193.54)*

- City of Toronto – North approach slope exceeds 2% and requires regrading
- City of Toronto – Provide minimum 10 metres of spacing between warning sign and “X” pavement markings
- City of Toronto – Repaint stop bars

### *Neilson Road at CPR Staines Cross Connection (Mile 0.61)*

- City of Toronto – North approach sidewalk exceeds 2% and requires regrading
- City of Toronto – Provide minimum 10 metres of spacing between warning sign and “X” pavement markings on north approach
- City of Toronto – Implement other pedestrian measures, such as stop lines
- CPR – need to review Gate times

### *Tapscott Road at CPR Havelock Subdivision (Mile 178.90)*

- City of Toronto – West side sidewalk is interrupted and needs to be completed across the crossing
- City of Toronto – West side sidewalks and pathways require regrading to conform to federal standards
- City of Toronto – Replace north approach warning sign with proper sign
- City of Toronto – Provide minimum 10 metres of spacing between warning sign and “X” pavement markings
- City of Toronto – Implement other pedestrian measures, such as stop lines
- CPR – brush cutting required in southeast quadrant to provide pedestrian sightlines
- CPR – need to review Gate times

Minor improvements such as replacing signs and markings will be requested by staff in the short term. Staff will also request the CPR to mitigate those issues under the railway's jurisdiction.

However, the latter three locations require major civil works that will require cost estimates and capital budget approval. The costs and process for implementing the mitigating measures that the City is responsible for will be investigated and reported to Scarborough Community Council/City Council in early 2011. At that time, authority will be requested to provide Public Notice of the intent to proceed with whistling cessation regulations and enact them, conditional on all necessary mitigating measures being in place to the satisfaction of Transport Canada. Upon approval, the necessary amendments to Toronto Municipal Code Chapter 591 – Noise will be enacted to ban train whistling at the crossings.

## **CONTACT**

Marko A. Oinonen P.Eng.  
Manager, Traffic Operations, Scarborough District  
Tel: 416-396-7148  
Fax: 416-396-5681  
E-Mail: moinone@toronto.ca

## **SIGNATURE**

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Peter Noehammer, P. Eng.  
Director, Transportation Services, Scarborough District

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## **ATTACHMENTS**

1. Location Plan – Morningside Heights Whistling Cessation Study Locations