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**To:** Mayor and Members of Council  
**From:** Stephen Brake, Director of Public Works  
**Date:** November 19, 2021  
**File No.:** RR.60.42  
**Re:** Information Regarding Recent Train Whistle Cessation Projects within Markham & York Region - Update

During General Government Committee on November 9, 2021 Council discussed the information memo regarding recent train whistle cessation projects within Markham and York Region and requested additional information regarding clarification of total costs incurred by the municipalities in their whistle cessation pursuit. Additionally, a request was made to determine how many grade level crossings exist on Region of Durham roads within the Municipality of Clarington and if the Region of Durham has developed a similar program regarding cost share contributions to bring grade level crossings in compliance with whistle cessation requirements.

The City of Markham published a news release on their [website](#) on February 24, 2020 indicating that all upgraded safety features required for the implementation of whistle cessation at 13 Markham rail crossings. The news releases states *“The Whistle Cessation Project cost a total of \$6 million and was jointly funded by the City of Markham and the Regional Municipality of York.”* No further information beyond that presented in the previous memo appears to be publicly available. Staff have also reached out to City of Markham staff to discuss their whistle cessation program but to date have not yet received a response.

The Region of Durham has jurisdiction of the following road / rail crossings within Clarington:

#### CP Rail crossings on Regional roads

- Courtice Road (RR34) – Grade separated
- Bowmanville Avenue (RR57) – Grade separated
- Liberty Street (RR14) – Grade separated
- Darlington-Clarke Townline Road (RR42) – Grade level crossing
- North Street (RR17) – Grade separated
- Hwy 2 – East of Farrow Ave. – Newcastle – Grade separated

CN Rail crossing on Regional roads

- None

The majority of the Region of Durham's roads contain grade separation thereby exempting train whistling under normal railway operations. Public Works staff consulted with Region of Durham's Transportation Infrastructure Division and was advised that the Region of Durham does not have a dedicated program similar to York Region's for the pursuit of grade level crossing improvements. However the Region of Durham's Vision Zero program, which aims to implement improvements to reduce fatal and injurious collisions within their road network, could be a potential source for funding if there is a historical issue or significant safety deficiency at a particular location.

As Darlington-Clarke Townline Road (RR42) is the only grade level crossing under the Region's jurisdiction within Clarington, and is outside of the urban area with minimal development / residential properties within the vicinity, it is unlikely that a pursuit of whistle cessation at this particular crossing would be a consideration.

Trusting this memo satisfies the request for information presented.



Stephen Brake  
Director  
Public Works

SB/RB

Encl.

cc: T. Ricciardi, Manager of Infrastructure  
K. Heathcote, Capital Works Supervisor  
R. Brezina, Capital Works Engineer