

COMMITTEE OF THE WHOLE - SEPTEMBER 18 2006

MAPLE VILLAGE TURNING PROHIBITIONS

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information purpose; and,
2. That the Regional Municipality of York, Transportation and Works Department be advised of the results of the resident survey.

Economic Impact

Not Applicable.

Purpose

To investigate the feasibility of implementing turning prohibitions into the Maple Village Neighbourhood, in response to a request from the Maple Village Ratepayers Association.

Background - Analysis and Options

On Thursday, May 11, 2006, staff conducted a license plate trace survey in the Maple Village Neighbourhood. The times that this survey was conducted were from 6:30 am to 8:30 am, and 4:00 pm to 7:00 pm. The times of the study were chosen to correspond with the Go Train arrival and departure schedules. A copy of the memorandum dated June 13, 2006 as Attachment # 2, outlines the results of the license plate study.

On July 12, 2006, Engineering staff attended a community meeting held by the Maple Village Ratepayers Association. The outcome of the meeting was that the majority of those in attendance were in favour of implementing turning restrictions into the Maple Village subdivision.

Further to the community meeting, Engineering Staff distributed a survey on behalf of the Maple Village Ratepayers Association to the residents asking if they support the proposed three turning restrictions in the morning peak period, and one turning restriction in the evening peak period. Surveys were mailed out on August 28, 2006. A copy of the Maple Village Ratepayers Association survey is Attachment #3.

Residents were requested to vote separately for the morning and evening turning restrictions. Residents were requested to return the surveys by mail, fax, or email by September 13, 2006. As of September 13, 303 surveys had been received. A total of 1428 surveys were distributed, giving a return rate of 21%.

The results of the survey are:

AM in Favour	AM Against	PM in Favour	PM Against
62%	38%	61%	39%

Typically, support of 66.6% of the community should be achieved prior to the implementation of any prohibition. As these prohibitions are proposed at Regional intersections, the Region of York also expects the resident support of 66.6% prior to implementation.

Based on the results of the survey, the proposed prohibitions did not receive the required 66.6% support.

Several residents on Dina Road have expressed concerns that any Left Turn prohibition implemented at Barrhill Road and/or Fieldgate Drive, will transfer traffic onto Dina Street to reach Fieldgate Drive. Staff received a 'supplemental' survey from the residents living on or near Dina Road, the findings of which would not have changed the results. While the results of this unofficial survey supported the turning prohibitions they included a request to implement a left turn prohibition at Dina Road and Keele Street also. This additional prohibition is subject to approval by the Region as well.

There are two plazas that will be impacted by the morning prohibitions should they be implemented. One plaza is located at the N/E corner of Keele Street and Barrhill Road. To enter this plaza, vehicles traveling southbound must turn left onto Barrhill Road and then into the plaza. The second plaza is located at the S/E corner Keele Street and Fieldgate Drive. This is accessible from Keele Street for vehicles traveling northbound only. Vehicles traveling southbound must turn left onto Fieldgate Drive, and then enter the plaza. In both cases, these plazas will not be accessible to vehicles traveling southbound in the morning should the morning turning prohibitions be implemented. Some businesses in these plazas open as early as 7:30 am.

Our Lady of Peace Catholic Elementary School on Barrhill Road, is located within this study area. The catchment area for this school is within the Maple Village Neighbourhood Association area. In the 2005 – 2006 school year, there were approximately 60 students attending this school from outside of the Maple Village Subdivision area. Transportation by the School Board is not provided for these students, therefore they either walk or are dropped off and picked up by their parents. Should these prohibitions be implemented, the parents of these students would be required to travel via Rutherford Road or Keele Street and then north or south on Barrhill Road respectively to the school site.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council.

Conclusion

Based on the results of the survey, the proposed prohibitions did not receive the required 66.6% residents support. Final approval would be subject to the Region of York as the affected intersections are under their jurisdiction.

Attachments

1. Location Map
2. Memorandum dated June 13
3. Survey Distributed on the behalf of the Maple Village Ratepayers Association

Report prepared by:

Leslie Winfrow, Traffic Analyst, ext. 3131
Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

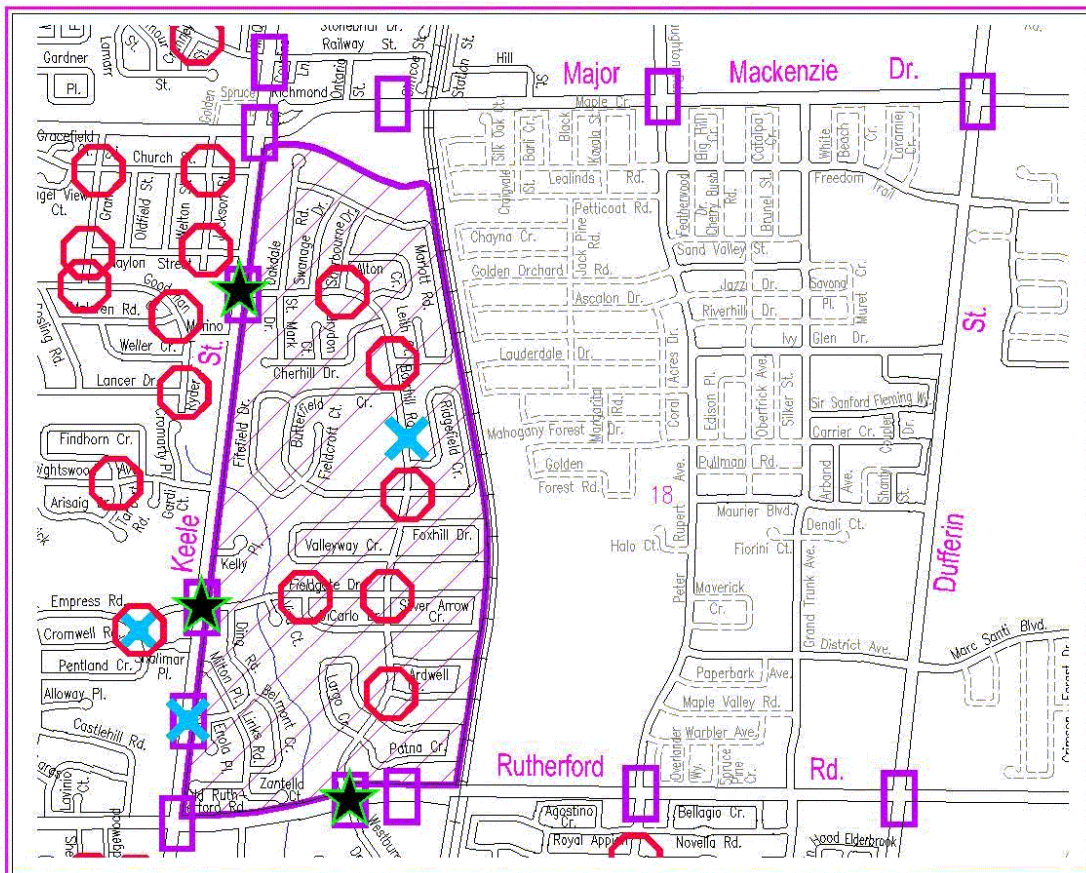
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.
Director of Engineering Services






LW:mc

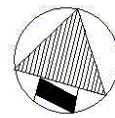
ATTACHMENT No. 1



MAPLE VILLAGE NEIGHBOURHOOD TRAFFIC ACCESS PROHIBITIONS SURVEY AREA UNDER REVIEW

LEGEND

-  INTERSECTIONS UNDER REVIEW
-  AREA UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE

Date: June 13, 2006

To: Mayor Michael Di Biase

**Re: Barrhill Road Traffic Matters
Traffic Infiltration Study/Traffic Volumes Summary**

Further to your request, please find below a summary of the traffic infiltration study and traffic volumes for the Barrhill Road and area roadways.

Traffic Infiltration Study

Staff originally reported on infiltration in the Barhill neighbourhood in December, 2003 as part of the report on that area's traffic calming plan. At the time, Transportation Staff conducted traffic infiltration studies which concluded that approximately 65% of motorists using Barhill Road and Fieldgate Drive during the commute peak periods originated outside the neighbourhood.

Staff conducted an infiltration study for the entire Barrhill Road and Fieldgate Drive area during the AM and PM peak periods on May 11, 2006 in order to determine the amount of "cut-through traffic". Three access locations were manually counted and observed which included the GO Station arrival/dismissal time periods. The following table summarizes the results of this investigation.

<u>Infiltration Pattern</u>	6:30-8:30 AM		4:30-7:00 PM	
	<u>Inbound Volume</u>	(# of Vehicles) % of Entering Traffic	<u>Inbound Volume</u>	(# of Vehicles) % of Entering Traffic
Keele St/Barrhill Rd (left turn) to GO Station	136	(36) 26%		
Keele St/Fieldgate Drive (left turn) to GO Station	134	(83) 62%		
Keele St/Cromwell Rd (through) to GO Station	33	(15) 45%		
GO Station (through) to Keele St (via Fieldgate Dr or Barrhill Rd)			456	(193) 42%
Rutherford Rd/Barrhill Rd (right turn) to Keele St (via Fieldgate Dr or Barrhill Rd)			438	(107) 24%

Generally, the threshold value above which through traffic is defined as infiltration is 30%. The results of the study indicate that traffic infiltration within the Barrhill Road and area roadways is occurring at 3 of the 5 locations.

Based on the above traffic infiltration study, staff would suggest the following recommendations for the community.

1. Keele Street/Barrhill Road intersection, southbound left turn prohibition, 6:30am to 9:00am, Monday to Friday.
2. Keele Street/Fieldgate Drive intersection, southbound left turn prohibition, 6:30am to 9:00 am, Monday to Friday.

3. Keele Street/Cromwell Road/Fieldgate Drive intersection, eastbound through prohibition, 6:30am to 9:00am, Monday to Friday.
4. Rutherford Road/Barrhill Road/GO Station Access intersection, northbound through prohibition, 4:30pm to 7:00pm, Monday to Friday.

The threshold of the 30% is met at 3 of the 5 studied locations which have been recommended. Although only 26% of the traffic entering at Keele/Barhill is considered to be infiltration, in order not to transfer additional southbound left turn movements on Keele Street from Fieldgate Drive to Barrhill Road, it is recommended that a southbound left turn prohibition be implemented at the intersection of Keele Street and Barrhill Road.

Since these intersections are under the jurisdiction of the Region of York, the Region should be requested to implement the restrictions. The Region should also be requested to again review the southbound left turn advance green phase at Keele/Rutherford to determine if additional time can be provided.

Traffic Volumes

Staff collected traffic volumes on Barrhill Road and Fieldgate Drive over the week period from May 8, 2006 to May 12, 2006. The following table summarizes the traffic volumes collected for the highest daily volumes.

<u>Location</u>	<u>Direction</u>	<u># of Vehicles</u>
Fieldgate Dr	Eastbound	2,018
	Westbound	1,853
	Total	3,871
Barrhill Rd – near Oakdale Rd	Eastbound	2,182
	Westbound	2,448
	Total	4,630
Barrhill Rd – near Butterfield Cres (south int.)	Southbound	1,718
	Northbound	2,198
	Total	3,916

Note: Traffic counting equipment was placed on Barrhill Road near Patna Crescent, however, it was vandalized on three occasions and we were not able to recover any traffic volume data at this location.

The daily maximum traffic volume on a feeder road should not exceed 8,000 vehicles. The recorded traffic volumes as shown above are within an acceptable capacity level for a feeder type roadway such as Barrhill Road and Fieldgate Drive.

I trust the foregoing is satisfactory. Should you have any questions regarding this matter, please contact me.

Mike Dokman,
Supervisor Traffic Engineering

Cc: Peter Meffe, Councillor Ward 1
Bill Robinson, Commissioner of Engineering and Public Works
Gary Carroll, Director of Engineering Services

City of Vaughan
PROPOSED

**Traffic Access Prohibitions
(Barrhill Road/Fieldgate Drive)
“GO Train Traffic Issue”
Maple Village Neighbourhood**

Dear Resident:

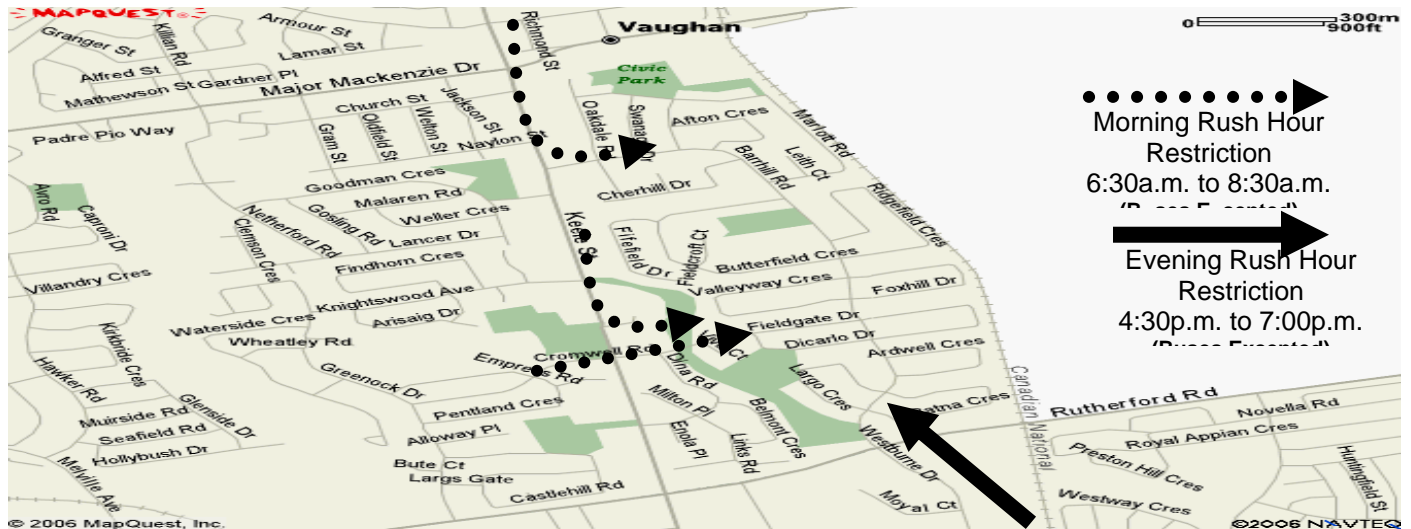
The City of Vaughan, in response to concerns from the Maple Village Ratepayers' Association, completed a traffic infiltration study in May 2006. Such a study attempts to determine the amount of traffic that enters the subdivision and exits the subdivision a short time later (an indication of outside traffic using the subdivision as a thoroughfare).

The study determined infiltration rates at studied intersections were greater than 30%, which is deemed to indicate a traffic infiltration problem.

The City of Vaughan Engineering Department is asking affected household residents to cast their “**VOTE**” on **PROPOSED** “Traffic Access” prohibitions, as it will affect travel patterns in your area. The **PROPOSED** prohibitions have been suggested in response to serious traffic volume concerns resulting from **GO Train** related infiltration traffic in your neighbourhood.

The Region of York requires 66.6% of respondents in support of any traffic access prohibitions in order to recommend/implement any prohibitions to York Regional Council.

City of Vaughan Traffic Engineering in consultation with the Region of York Traffic Department have **PROPOSED** the following two “Traffic Access” prohibitions for the Maple Village subdivision (bounded by Major Mackenzie Drive to the north, Keele Street to the west, Rutherford Road to the south and the CN Rail tracks to the east).



Express your opinion!
Please complete this survey ballot and return as soon as possible
(please turn page over)

Please complete the following survey and cast your
"Vote"

<p>Do you support the following PROPOSED "Traffic Access" prohibitions at the intersections listed?</p>			
<p><u>MORNING</u> RUSH Hour PROPOSAL</p> <p>6:30 am – 8:30 am, Monday – Friday</p>		<p><u>EVENING</u> RUSH Hour PROPOSAL</p> <p>4:30 pm – 7:00 pm, Monday – Friday</p>	
<p><u>NO LEFT TURN</u></p> <p>traffic from southbound Keele St. to Barrhill Rd. (Buses Excepted)</p>	<p><u>NO LEFT TURN</u></p> <p>traffic from southbound Keele St. to Fieldgate Dr. (Buses Excepted)</p>	<p><u>NO THROUGHFARE</u></p> <p>traffic from eastbound Cromwell Rd. to Fieldgate Dr. (Buses Excepted)</p>	<p><u>NO THROUGHFARE</u></p> <p>traffic from northbound Westbourne Dr. to Barrhill Rd. (Buses Excepted)</p>
<p><input type="radio"/> Yes/Agree</p>		<p><input type="radio"/> No/Disagree</p>	
<p><input type="radio"/> Yes/Agree</p>		<p><input type="radio"/> No/Disagree</p>	

For tracking purposes, please provide the following:

Household Address

Please complete this survey ballot and return it by mail, fax, or email no later than:

September 13, 2006

to the attention of:

Mail: Leslie Winfrow, Traffic Analyst, Engineering Department, 2141 Major
Mackenzie Drive, Vaughan, ON, L6A 1T1

Facsimile: 905-303-2045, Attention: Leslie Winfrow

E-Mail: leslie.winfrow@vaughan.ca

THANK-YOU FOR YOUR "VOTE"!