

## **COMMITTEE OF THE WHOLE - MAY 12, 2009**

### **MAPLE TURNING PROHIBITIONS WARD 1**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends that:

1. The existing through and turning prohibitions on Keele Street and Rutherford Road in Maple remain as currently posted; and
2. That the Region of York be so advised.

#### **Economic Impact**

There is no economic impact resulting from the recommendations of this report.

#### **Communications Plan**

The Clerk's Department Ratepayer Association list does not identify an Association representing the area identified in Council's direction. An e-mail message has been sent to those persons who put their e-mail addresses on the sign in sheet for the public meeting to advise them that this report is on the agenda for consideration by Committee of the Whole. Following Council's consideration of the matter, a follow-up e-mail will be sent to advise of Council's decision on the matter.

#### **Purpose**

The purpose of this report is to advise of the results of a public meeting on the matter.

#### **Background - Analysis and Options**

At its meeting of June 11, 2008, Council directed:

- "1. That staff schedule a public meeting at the end of September 2008 regarding the trial through and turning prohibitions located at Keele Street/Barhill Road, Keele Street/Fieldgate Drive, and Rutherford Road/Barhill Road, to garner public input and to provide infiltration details of the test prohibitions;*
- 2. That staff request participation and assistance with presentation materials at the public meeting by the Regional Municipality of York Transportation & Works Department;*
- 3. That staff conduct a comprehensive traffic study prior to the public meeting, but not during the months of July and August;*
- 4. That a Notice of Public Meeting be distributed in the first week of September to all civic addresses bounded by Keele Street to the west, Major Mackenzie to the north, the CN Rail line to the east and Rutherford Road to the south; and*
- 5. That staff report back to the Committee of the Whole following the public meeting."*

As a result of scheduling conflicts, a public meeting in September 2008 was not possible. The meeting was held on December 3, 2008 at Our Lady of Peace Catholic School in Maple. The sign-in sheets for the meeting were signed by 63 people. Also present at the meeting were

members of the Ward 1 Sub-Committee, staff from the Regional Municipality of York, the City of Vaughan, GO Transit and the Region's Consultant, the IBI Group.

There had been long standing concerns from residents in the area located in the northeast quadrant of Keele Street and Rutherford Road regarding vehicular infiltration in their neighbourhood. Infiltrating traffic was primarily attributed to drivers wishing to avoid the intersection of Keele Street and Rutherford Road and those vehicles leaving the GO Station parking lot on the south side of Rutherford Road.

In 2006 Vaughan Council approved turn and through movement prohibitions on a trial basis at intersections of the local roads with Keele Street and Rutherford Road. The Region of York was requested to implement the prohibitions and in October 2006, Regional Council approved their implementation. In early 2008, Regional Council considered an update on the traffic prohibitions and made minor amendments to the end time of the morning prohibitions on Keele Street to those that are currently in place as illustrated on Attachment No. 1.

The meeting in December, 2008 was intended to provide area residents with an opportunity to hear from staff about the trial prohibitions and to express their views. The Region's Consultant, the IBI Group gave a brief presentation on the Region's review of traffic operations along Keele Street and Rutherford Road. The study examined traffic operations to and from the Rutherford Road GO Transit Station and included a review of station access. The primary issues identified from the Regional perspective were; congestion on the arterial roads and long queues/delays at the intersection of Keele Street and Rutherford Road. The study identified a number of options, including their advantages and disadvantages, which ranged from signal timing changes and signage to longer term road reconstruction projects.

City of Vaughan staff reported that from traffic data collected in September, 2008 the morning peak hour traffic infiltration from Keele Street was 26 vehicles or 11% while the afternoon peak hour infiltration from Rutherford Road at Barhill Road was 125 vehicles or 32%. These numbers were compared to those of the previous infiltration study which was conducted in April 2007. At that time, the morning peak hour traffic infiltration from Keele Street was 39 vehicles or 19% while the afternoon peak hour infiltration from Rutherford Road and Barhill Road was 95 vehicles or 23%. Based on the comparison of the two studies, currently, the morning peak period is relatively consistent while for the afternoon peak period, both the number of vehicles and the percentage are lower. This may be due to the revised signal timings implemented by the Region at the intersection of Rutherford Road and Keele Street and the operation of the GO station on Rutherford Road.

Following the presentation, the meeting was opened to the public to comment. Many attendees took the opportunity to express their views for and against the turning prohibitions. Concerns surrounding the inadequate parking at the GO Station and the congestion occurring in the evening peak hour resulting in the rush of vehicles exiting the station to Westburne and Rutherford Road.

The general consensus of those present at the meeting was that while the existing turning prohibitions did create some inconvenience, they should remain in place.

To address pm peak period capacity issues in the area of the GO Station the following was recommended:

1. Install signage indicating an alternative route to Keele Street from the parking lot to relieve the demand on Westburne/Rutherford intersection. Vaughan staff have initiated the posting of this alternative route as identified in Attachment No. 2. The signs are expected to be installed shortly.

2. It had been observed that the railway gates across Rutherford Road would remain in the closed position while the train was stopped at the station. This prevented traffic movement eastbound on Rutherford Road resulting in a traffic queue extending back through Rutherford/ Westburne intersection which in turn prevented traffic movement from the parking lot to Westburne due to general congestion.

The operation of the railway gates has been adjusted so that the arms lift while the train is stopped at the station. This allows traffic to move on Rutherford Road for the short period and allows some of the queue to clear at Rutherford/Westburne.

As noted above, the Region of York addressed the morning peak hour issue by adjusting the southbound Keele Street left turn signal timing at Rutherford Road. The signal is now set to provide the maximum available left turn time. Additionally, the Region has implemented traffic control changes at Rutherford and Westburne to address afternoon peak period capacity issues. It is noted that GO Transit is planning the construction of a new parking lot at the Maple GO Station. This facility will provide for 900 cars and is expected that the demand for parking and the associated traffic congestion at the Rutherford GO Station will be reduced.

### **Relationship to Vaughan Vision 2020**

This project is consistent with Vaughan Vision 2020 particularly “Enhance and Ensure Community Safety, Health and Wellness.”

This report is consistent with the priorities set by Council.

### **Regional Implications**

Should the turning prohibitions remain as posted on Keele Street and Rutherford Road there will be no action required by the Region.

### **Conclusion**

Should Council concur that the existing turning prohibitions are to remain in place as posted, the Region should be so advised.

### **Attachments**

1. Location Map
2. Alternate Access to Keele Street

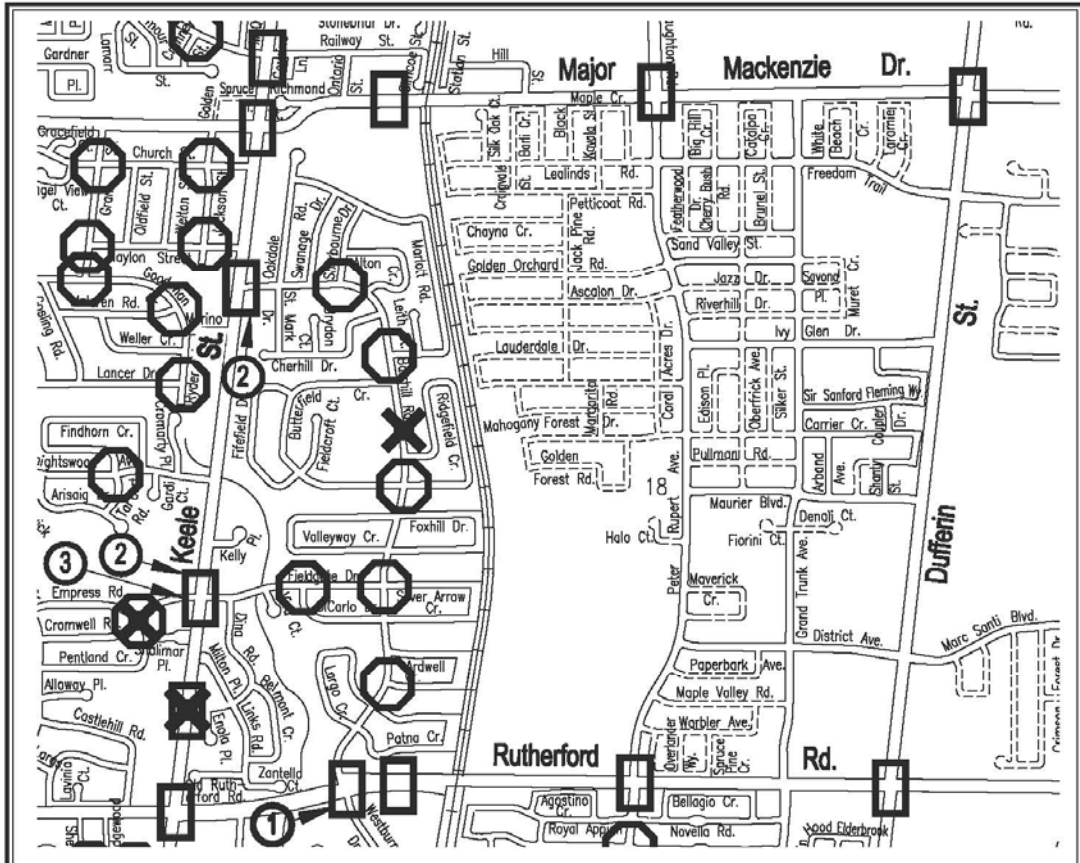
### **Report prepared by:**

Bill Robinson, Commissioner of Engineering and Public Works, Ext 8247  
Mike Dokman, Supervisor, Traffic Engineering, Ext 3118

Respectfully submitted,







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

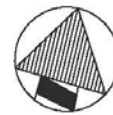
# ATTACHMENT No. 1



## MAPLE VILLAGE NEIGHBOURHOOD TRAFFIC ACCESS PROHIBITIONS SURVEY AREA UNDER REVIEW

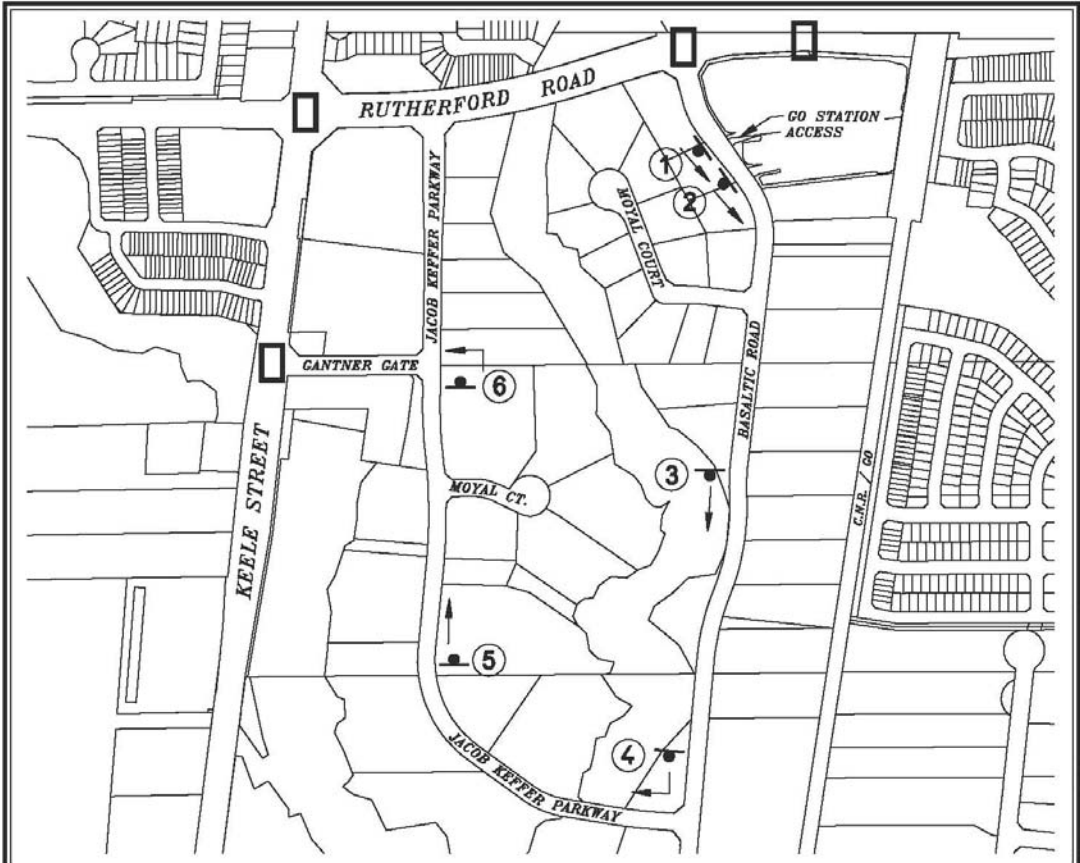
### LEGEND

-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING
-  EXISTING NORTHBOUND THROUGH PROHIBITION  
(4:30 PM TO 7:00 PM MONDAY TO FRIDAY)
-  EXISTING SOUTHBOUND THROUGH PROHIBITION  
(6:30 AM TO 8:00 AM MONDAY TO FRIDAY)
-  EXISTING EASTBOUND THROUGH PROHIBITION  
(6:30 AM TO 8:00 AM MONDAY TO FRIDAY)



NOT TO SCALE

# ATTACHMENT No. 2



## ALTERNATE ACCESS TO KEELE STREET SIGNS

### LEGEND

EXISTING TRAFFIC SIGNALS

SIGN LOCATIONS "ALTERNATE ACCESS TO KEELE STREET" WITH DIRECTIONAL ARROW



NOT TO SCALE