

COMMITTEE OF THE WHOLE - MAY 14, 2007

MAPLE VILLAGE TURNING PROHIBITIONS FOLLOW UP REVIEW

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That this report be received for information purposes;
2. That the Region of York be requested to remove the existing turning prohibitions at Keele Street and Barrhill Road, Keele Street and Fieldgate Drive, and at Rutherford Road and Barrhill Road as determined by the majority support of the residents from the survey results.

Economic Impact

None.

Communications Plan

City staff distributed a follow-up survey to area residents on March 20, 2007. The residents were requested to vote as to whether they wanted the turning prohibitions to remain or not. City staff originally met Region of York staff in October 2006 regarding the next steps to the implementation of the turning prohibitions. There was a subsequent meeting in March 2007 with the Region to ensure all related studies were scheduled and project deadlines were being met. The decision of Council will be communicated to area residents, businesses, and the Maple Village Ratepayers Association by means of a mail out notice

Purpose

To follow up on the existing turning prohibitions into the Maple Village Subdivision and report on the findings.

Background - Analysis and Options

At its meeting on September 26, 2006, Council directed:

“That staff provide the infiltration study to York Region Transportation and Works Department, on behalf of the Maple Village Ratepayers Association, and request that turning prohibitions be implemented at three access locations; southbound in the AM from Keele Street to Barrhill Road (left turn), Keele Street to Fieldgate Drive (left turn), and Cromwell Road through to Fieldgate Drive, and north bound in the PM across Rutherford road onto Barrhill Road, on a six (6) month trial basis with a further review to be undertaken at the end of the term; and.”

Resident Survey

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 three turning restrictions in

the morning peak period, and if they support one turning restriction in the evening peak period. Surveys were mailed out on August 28, 2006.

Residents were requested to vote separately for the morning and evening turning restrictions and asked 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 mailed out on August 28 2006 are:

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

The Region of York approved the installation of the turning prohibitions at their Council meeting on October 19, 2006, and the prohibition signs were installed in early December, 2006. The turning prohibitions were Monday – Friday only with 7-9 am at the Keele Street intersections and 4-6 pm at the Rutherford Road location.

City Staff distributed a follow up survey on March 20, 2007. The residents were requested to vote for whether they wanted the prohibitions to remain or to be removed. The residents were requested to vote for the evening and morning prohibitions separately. A total of 1501 surveys were distributed with 416 residents responding, giving a response rate of 28%.

The results of the survey mailed out on March 20, 2007 are:

AM in Favour	Am Against	PM in Favour	PM Against
49%	51%	48%	52%

The results of the survey indicate that the community does not support the three morning turning prohibitions, and the community does not support the one evening turning prohibition.

Typically, support of 66.6% of respondents would indicate support for implementation of a prohibition. These prohibitions are proposed at Regional intersections and the Region of York utilizes the same benchmark.

Every roadway within the subdivision was represented by at least one survey response. The survey was mailed out to the addresses within the area bounded by: Major Mackenzie Drive, CN Railway, Rutherford Road and Keele Street. (See Attachment No. 1 for location map). The individual stores in both plazas were hand delivered a copy of the survey and the copies of the surveys were dropped off to the Superintendent of the Amalfi Condominium.

The returned surveys showed that the majority of the residents living south of Fieldgate Drive were in support of having the turning prohibitions remain. The opposite was indicated for the north end of the subdivision where the majority of residents were in support of removing the turning prohibitions.

There were 63 responses from the main streets, Barrhill Road and Fieldgate Drive. Of these responses, 78% were in favor of keeping the morning prohibition and 76% were in favor of keeping the evening prohibition. On the side streets, there were 353 responses, where only 42% were in favor of keeping the morning prohibition, and 41% were in favor of keeping the evening prohibition. The percentages are lower for the side streets as a higher return rate of the surveys was received.

Infiltration Study

Staff conducted an infiltration study for the entire Maple Village Ratepayers Association area during the AM and PM peak periods on Thursday, 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 <u>Entering Traffic</u>	<u>Inbound Volume</u>	(# of Vehicles) % of <u>Entering Traffic</u>
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%

City staff completed a follow up infiltration study on Tuesday, April 17, 2007 with the turning prohibitions in place. The times surveyed were the same as the previous study which included the Go Station arrival / dismissal time periods. Staff included the intersection of Keele Street and Dina Road in this study. The results of the study are summarized below:

<u>Infiltration Pattern</u>	6:30-8:30 AM		4:30-7:00 PM	
	<u>Inbound Volume</u>	(# of Vehicles) % of <u>Entering Traffic</u>	<u>Inbound Volume</u>	(# of Vehicles) % of <u>Entering Traffic</u>
Keele St/Barrhill Rd (left turn) to GO Station	117	(20) 17%		
Keele St/Fieldgate Drive (left turn) to GO Station	57	(18) 32%		
Keele St/Cromwell Rd (through) to GO Station	5	(3) 60%		
Keele St/Dina Road (through) to GO Station	25	(1) 4%		
GO Station (through) to Keele St (via Fieldgate Dr or Barrhill Rd)			421	(95) 23%
Rutherford Rd/Barrhill Rd (right turn) to Keele St (via Fieldgate Dr or Barrhill Rd)			102	(32) 31%
Rutherford Rd/Barrhill Rd (left turn) to Keele St (via Fieldgate Dr or Barrhill Rd)			372	(44) 11%

The second infiltration study indicates an overall reduction in the number of vehicles that are ‘cut – through’ traffic in the subdivision. It should be noted that illegal turn movements are still occurring at the intersections.

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.

Traffic Volumes were collected a second time from April 10, 2007 to April 13, 2007. 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 East of Keele Street	Eastbound	1,653
	Westbound	1,379
	Total	3,032
Barrhill Rd East of Keele Street	Eastbound	2,600
	Westbound	2,665
	Total	5,265
Dina Road East of Keele Street	Eastbound	725
	Westbound	718
	Total	1,443
*Barrhill Road North of Rutherford Road	Southbound	N/A
	Northbound	N/A
	Total	N/A

Note: * The study at this location was conducted by the Region of York to include the intersection operation using their video recording device.. However, the Region is experiencing difficulties downloading the data, and at the time of this report the data was not available.

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

Community Feedback

Several residents on Dina Road have expressed concerns that the 'No Left Turn' prohibition implemented on Barrhill Road and / or Fieldgate Drive will transfer traffic onto Dina Street to reach Fieldgate Drive. This intersection was included in the recent infiltration study. There was only one vehicle that was considered a 'cut-through' movement.

Two plazas are impacted by the morning prohibitions. 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 remain. 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 remain, the parents of these students would still be required to travel via Rutherford Road or Keele Street and then north or south on Barrhill Road respectively to the school site. This is a concern raised that they must extend their travel each day to the school.

City staff have received two petitions from the residents in the Maple Village area. One petition was received by the plaza businesses, and contains 23 signatures. The petition is requesting the removal of the turning prohibitions. The second petition, also against the turning prohibitions, contains signatures from 105 different addresses from within and outside the study area.

City staff has received phone calls from 15 residents of the Maple Village community since the signs were installed. The residents who have phoned are all against the implemented turning prohibitions. The residents concerns include: receiving tickets even though they live in the subdivision, losing business due to customers not being able to get to stores in the morning, (grand) children cannot be dropped off for babysitting, and private home daycare clients cannot drop off their children.

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.

Regional Implications

The Region of York will be required to approve a by-law removing the turning prohibitions at all three intersections, should they not be continued.

Conclusion

Based on the results of the survey, the proposed prohibitions were not supported by the residents nor meet the threshold of at least 66.6% for Region of York approval. The majority of the residents in the subdivision supported the removal of the turning prohibitions at the subject intersections.

Attachments

1. Location Map
2. Petition - Received from the plaza
3. Petition – Received by individual residents
4. **REVISED** Survey – March 19, 2007

Report prepared by:

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

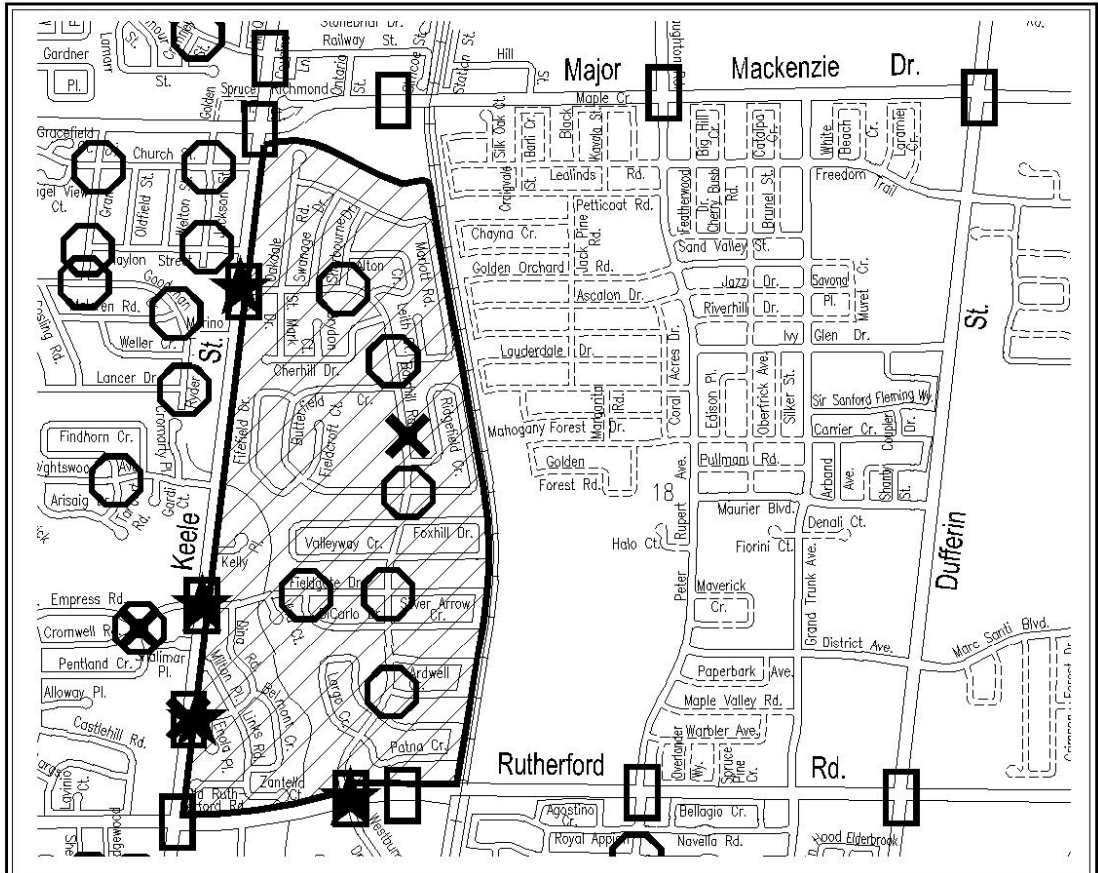
Respectfully submitted,

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

Gary P. Carroll, P. Eng.
Director of Engineering Services






LW:mc

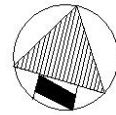
ATTACHMENT No. 1



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

ATTACHMENT NO. 2

London Cleaners

ESTABLISHED IN 1929

To York Region Counsellor, Joyce Frustaglio,

We are London Cleaners, a small dry cleaning business located at 9505 Keele Street, Maple ON. Recently the city has installed a sign stating that there are no left turns allowed between the hours of 6:30am - 8:00am on Feildgate Dr. This causes a problem to my business and other businesses in our plaza that are open early. My store opens as early as 7:00am and we are losing customers that drop off or pick up there dry-cleaning in the morning.

I live north of my business and am forced to make that left turn illegally because there is no other way to enter the plaza coming from that direction. Many of my customers also come from that direction.

This petition is kindly asking that the city take down that sign due to the inconvenience it causes both businesses and customers alike.

Thank You,

Alice Yacoub
London Cleaners

Alice Yacoub

- | | |
|--------------------------------------|------------------------------------|
| 1) <u>Irene Cultes</u> | 14) <u>H. D. Beauty Supply</u> |
| 2) <u>Robin Cultes</u> | 15) <u>J.P. INOSPORES</u> |
| 3) <u>London Cleaners</u> | 16) <u>Rosa Melica</u> |
| 4) <u>mac' Milk</u> | 17) <u>angela Sigliomemi</u> |
| 5) <u>Bread Trucks</u> | 18) <u>maria sbrzo</u> |
| 6) <u>Maple Gate Bakery</u> | 19) <u>_____</u> |
| 7) <u>Sparks Macs</u> | 20) <u>_____ N. Filipino Store</u> |
| 8) <u>NATIONAL BANK</u> | 21) <u>_____ M. Filipino Store</u> |
| 9) <u>_____ National Bank</u> | 22) <u>_____ (Domino's Pizza)</u> |
| 10) <u>_____ National Bank</u> | 23) <u>_____ (Domino's)</u> |
| 11) <u>A. Attardo</u> | 24) <u>_____</u> |
| 12) <u>_____ NATIONAL BANK</u> | 25) <u>_____</u> |
| 13) <u>anh Npc ANH Ho</u> | 26) <u>_____</u> |

ATTACHMENT NO. 3

RECEIVED FEB 7 2007

Irene Marsili
32 Centro Park Drive
Woodbridge, Ontario
L4H1M6
Irene.marsili@lombard.ca

REGION OF YORK
TRANSPORTATION & WORKS
FEB 20 2007
RE: PROHIBITIONS

[Handwritten initials and signature]

FACSIMILE TRANSMITTAL SHEET

TO:	FROM:
Kathy Thorne	IRENE MARSILI
COMPANY:	DATE:
City of Vaughan	FEBRUARY 9, 2007
FAX NUMBER:	TOTAL NO. OF PAGES, INCLUDING COVER:
905 832-8596	13
SENDER'S PHONE NUMBER:	SENDER'S REFERENCE NUMBER:
416-350-4165	
RE: BARRHILL PROHIBITIONS	YOUR REFERENCE NUMBER

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

Kathy,

Please find some more signatures for the petition I started. I think I had already sent the 1st 2 pages previously. I have been getting some of the updates and it does not look promising. I think the alternatives the council is reviewing are a joke. Please note going to the go train station and running searches on plates will not be a true reflection. I have been hearing that people that live in the area and have children in ACE daycare are also affected. I am sure you are aware that several people in Vaughan not happy with this decision and I am sure they will not be voting for the councilors that have supported this decision. I find it amusing that this issue was kept very hush-hush during the elections. It certainly would have been an issue I would have wanted to be more informed of prior to the elections. Also I find it amusing that went the councilors were running their campaigns that they had the nerve to campaign on the Go train property considering they were about to really inconvenience the commuters in Vaughan.

Thanks,

Irene Marsili



NOTICE OF PETITION

A petition has been submitted with respect to the following matter and a copy is on file in the office of the City Clerk:

Agenda Item No.: 4

Item Name: **MAPLE VILLAGE TURNING PROHIBITIONS
FOLLOW UP REVIEW**

Particulars of the Petition:

Dated: FEBRUARY 9, 2007

No. of Signatures: 129

Submitted by: Area Residents

For a copy of the petition contact:

**City of Vaughan, Clerk's Department, 2141 Major Mackenzie Drive, Vaughan, L6A 1T1
Tel: (905) 832-8504 Fax: (905) 832-8535**

ATTACHMENT NO. 4



The City Above Toronto

March 19, 2007

The City of Vaughan
2141 Major Mackenzie Drive
Vaughan, Ontario
Canada L6A 1T1
Tel (905) 832-2281

SURVEY – REVISED * (AM TIME PERIOD)

TURN PROHIBITIONS MAPLE VILLAGE NEIGHBOURHOOD

Dear Resident:

In December 2006, the Region of York installed the following (existing) turning prohibitions at the entrances into the Maple Village Subdivision:

Morning Period:

1. No Southbound 'left' from Keele Street to Barrhill Road
***(6:30 am – 8:00 am, Monday – Friday)**
2. No Southbound 'left' from Keele Street to Fieldgate Drive
***(6:30 am – 8:00 am, Monday – Friday)**
3. No Eastbound 'through' from Cromwell Road to Fieldgate Drive
***(6:30 am – 8:00 am, Monday – Friday)**

Evening Period:

1. No Northbound 'through' from Westbourne Drive to Barrhill Road
4:30 pm – 7:00 pm, Monday - Friday

The Engineering Department would like to know if you are satisfied with the existing turning prohibitions as indicated above.

Please provide your vote:

Morning Prohibitions	Evening Prohibition
<input type="checkbox"/> Yes, I support the prohibitions to remain	<input type="checkbox"/> Yes, I support the prohibition to remain
<input type="checkbox"/> No, I would like the prohibitions removed	<input type="checkbox"/> No, I would like the prohibition removed

For tracking purposes, please provide your address only: _____

Please complete the survey and return it no later than **April 5, 2007** by any of the following methods:

Mail: Leslie Winfrow, Traffic Analyst, Engineering Services Department, 2141 Major Mackenzie Drive, Vaughan, ON, L6A 1T1
Facsimile: 905-303-2045, Attention: Leslie Winfrow
E-Mail: leslie.winfrow@vaughan.ca
Phone: 905-832-8585 ext. 3131

Director of Engineering Services, Gary Carroll, P.Eng. 905-832-8585

