

11

TURN AND THROUGH TRAFFIC PROHIBITIONS KEELE STREET AND BARRHILL ROAD KEELE STREET AND FIELDGATE DRIVE RUTHERFORD ROAD AND BARRHILL ROAD CITY OF VAUGHAN

(Regional Council at its meeting on October 19, 2006, amended the following Clause as follows:

Recommendations 1.1 and 1.2, relating to Turn and Through Traffic Prohibitions at Keele Street and Barrhill Road and Keele Street and Fieldgate Drive, in the City of Vaughan, be amended by changing the time from 8:30 a.m. to 8:00 a.m. and that a further recommendation be added directing staff to report back on how the prohibitions are working to the Transportation and Works Committee in May of 2007.)

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, October 3, 2006, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The following turn and through movement restrictions (buses excepted) in the City of Vaughan be approved for implementation:
 - 1.1 A southbound left-turn prohibition (6:30 a.m. to 8:30 a.m. Monday to Friday) on Keele Street (Y.R. 6) at Barrhill Road.
 - 1.2 A southbound left-turn prohibition and eastbound through prohibition (6:30 a.m. to 8:30 a.m. Monday to Friday) on Keele Street (Y.R. 6) at Fieldgate Drive.
 - 1.3 A northbound through prohibition (4:30 p.m. to 7:00 p.m. Monday to Friday) on Rutherford Road (Y.R. 73) at Barrhill Road.
2. The Regional Solicitor prepare the necessary by-law.
3. The Regional Clerk forward this report to the Clerk of the City of Vaughan and the Chief of York Regional Police, with a request to enforce as their resources permit.

2. PURPOSE

The purpose of this report is to obtain approval for a request from the City of Vaughan's Council to implement turn and through movement restrictions (buses excepted) during specific times of the day, on weekdays only, at the intersections of Keele Street and Barrhill Road, Keele Street and Fieldgate Drive and Rutherford Road and Barrhill Road in the City of Vaughan. These restrictions are intended to reduce traffic infiltration through the residential community located in the northeast quadrant of Keele Street and Rutherford Road. In accordance with the *Highway Traffic Act*, a Regional by-law is required before any traffic restriction can be signed and enforced. A location plan is provided as *Attachment 1*.

3. BACKGROUND

City of Vaughan staff has received concerns from residents in the area located in the northeast corner of Keele Street and Rutherford Road, regarding vehicular infiltration in their neighbourhood. City staff, through a request from Vaughan Council, has recommended the Region review the possibility of restricting specific vehicular movements to Barrhill Road from Keele Street, to Fieldgate Drive from Keele Street, and from Rutherford Road to Barrhill Road during peak traffic periods from Monday through Friday on a trial basis for six months.

4. ANALYSIS AND OPTIONS

Various traffic studies and observations were undertaken by the City of Vaughan to support the recommendation of the turn and through movement prohibitions. These studies found that during the morning peak traffic period, 44% of vehicles turning on to Barrhill Road can be considered as cut-through traffic from Keele Street. During the morning peak traffic period, the majority of cut-through traffic uses the intersections of Keele Street and Barrhill Road or Keele Street and Fieldgate Drive. Some motorists are choosing this route to avoid the intersection of Keele Street and Rutherford Road. As well, during the evening peak traffic period, 34% of vehicles travelling on Barrhill Road can be considered as cut-through traffic and are mostly attributed to vehicles leaving the GO Station parking lot located on the south side of Rutherford Road at the intersection of Barrhill Road. Again, similar to the morning peak traffic period, some motorists are using Barrhill Road to avoid the intersection of Keele Street and Rutherford Road.

Vaughan Council, on September 25, 2006, approved the proposed turn and through movement prohibitions, on a six month trial period, and requested the Region to implement the necessary prohibitions.

The implementation of these turning and through movement prohibitions is intended to reduce the amount of cut-through traffic within the residential development, however; the

prohibitions will also prevent residents of the area from accessing the local streets during the prohibited times.

The residents of the area affected by such turning prohibitions have been polled by the local municipality. Vaughan staff concur with these turning prohibitions and in late August 2006, in conjunction with the local ratepayers group, circulated a survey to approximately 1,300 area residents to determine a consensus before the prohibitions are implemented. City of Vaughan staff received 303 completed surveys, for a response rate of 21%. The results of this survey indicate that 62% of residents are in favour of the morning turn prohibitions and 61% are in favour of the evening through movement prohibition.

Typically, Regional staff uses a 66% majority in favour of any turn and through movement restrictions before it is recommended to Regional Council that the prohibition be implemented. In this case, as the results are relatively close to meeting this percentage, Regional staff are in support of the Vaughan request for a restriction on a six-month trial period.

Regional staff will meet with the City of Vaughan staff to co-ordinate the implementation of these prohibitions and to develop a process to review and respond to complaints and the potential impact to traffic in the area.

If the City of Vaughan determines that these turn and through movement prohibitions are not performing well or causing other concerns, a Council resolution will be required from the City of Vaughan requesting the Region to remove all related signage at the intersections and to have the necessary by-law rescinded. It is proposed that should such a Vaughan Council request be received in six months, Regional staff have the authority to remove signs at that time, and report back to Regional Council for the required by-law revisions.

5. FINANCIAL IMPLICATIONS

The financial implication to the Region is limited to the cost of manufacturing and implementing the turn restriction signs, which is included in the 2006 Roads Program Budget.

6. LOCAL MUNICIPAL IMPACT

The City of Vaughan's Council requested the implementation of turn and through movement prohibitions (buses excepted) at the intersections of Keele Street and Barrhill Road, Keele Street and Fieldgate Drive and Rutherford Road and Barrhill Road on a six month trial period.

In light of a potential reaction from the affected community, Regional staff will work closely with City staff to monitor traffic. Any adjustments to these prohibitions will require a resolution from Vaughan Council. The proposed turn and through movement prohibitions will benefit the residential community by reducing the negative effects of traffic infiltration.

7. CONCLUSION

The residents of the area located in the northeast corner of Keele Street and Rutherford Road have been concerned about the amount of cut-through traffic infiltrating through their neighbourhood. As a result, the City of Vaughan's Council requested that York Region approve and implement the following turning restrictions (buses excepted) on a six month trial period:

- A southbound left-turn prohibition (6:30 a.m. to 8:30 a.m. Monday to Friday) on Keele Street at Barrhill Road.
- A southbound left-turn prohibition and eastbound through prohibition (6:30 a.m. to 8:30 a.m. Monday to Friday) on Keele Street at Fieldgate Drive.
- A northbound through prohibition (4:30 p.m. to 7:00 p.m. Monday to Friday) on Rutherford Road at Barrhill Road.

In accordance with the *Highway Traffic Act*, a Regional by-law is required before any traffic restriction can be signed and enforced.

This report has been reviewed by Legal Services.

(The attachment referred to in this clause was included in the agenda for the October 4, 2006 Committee meeting.)