

6

THORNHILL COMMUNITY TRAFFIC INFILTRATION MITIGATION MEASURES TOWN OF MARKHAM

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, August 24, 2005, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. Council approve the implementation of the following turning restrictions in the Town of Markham:
 - a) Southbound left turn prohibition (6:30 a.m. to 9:00 a.m.) at Yonge Street (Y.R. 1) and Grandview Avenue.
 - b) Southbound left turn prohibition (6:30 a.m. to 9:00 a.m.) at Yonge Street (Y.R. 1) and Woodward Avenue.
 - c) Southbound left turn prohibition (6:30 a.m. to 9:00 a.m.) at Yonge Street (Y.R. 1) and Highland Park Boulevard.
 - d) Southbound right turn prohibition (6:30 a.m. to 9:00 a.m.) at Bayview Avenue (Y.R. 34) and Proctor Avenue.
 - e) Westbound right turn prohibition (4:00 p.m. to 7:00 p.m.) on Grandview Avenue at Yonge Street (Y.R. 1).
 - f) Westbound right turn prohibition (4:00 p.m. to 7:00 p.m.) on Woodward Avenue at Yonge Street (Y.R. 1).
 - g) Westbound right turn prohibition (4:00 p.m. to 7:00 p.m.) on Highland Park Boulevard at Yonge Street (Y.R. 1).
2. The Regional Clerk forward this report to the Chief of York Regional Police with a request that these turn restrictions be enforced immediately after their implementation.

2. PURPOSE

The purpose of this report is to present to Council a request from the Town of Markham's Council that turn restrictions be implemented during specific times of the day at various intersections along Yonge Street and Bayview Avenue in order to reduce traffic infiltration through the Thornhill community.

3. BACKGROUND

For over 20 years the Town of Markham has received numerous concerns from Thornhill residents regarding vehicular infiltration in their community bounded by John Street, Steeles Avenue, Bayview Avenue and Yonge Street (*see Attachment 1*).

In the Town's continuing effort to identify a suitable long term solution in reducing vehicular infiltration concerns in the community, the Town of Markham's Transportation Committee established a working group early in 2005. This group, named the "Thornhill Vehicular Infiltration Working Group", comprised of staff from York Region, City of Toronto, City of Vaughan, representatives from the community's ratepayers associations, Councillor Stan Daurio and Markham's Transportation staff. The objective of the working group was to develop a suitable long-term solution to reduce traffic infiltrating through the community.

To assist the working group, the Town of Markham retained a transportation consultant that specializes in traffic modelling and traffic simulation. A micro simulation traffic model for the Thornhill area was developed, using state of the art software, to assess and quantify the effect of different mitigation measures on the degree and extent of traffic infiltration through the community.

4. ANALYSIS AND OPTIONS

Various traffic studies and observations were undertaken by the Town of Markham to support the work of the working group and the transportation consultant. These studies found that on a number of routes through the Thornhill community 50% to 80% of the traffic are infiltrating. The primary reason why traffic infiltrates through the Thornhill community is to avoid the congestion at the intersections of Steeles Avenue with Bayview Avenue and Yonge Street, as well as congestion on the Steeles Avenue corridor, between these two intersections.

Table 1 below provides a complete list of all the mitigation measures identified by the working group in conjunction with the transportation consultant.

The micro simulation analysis confirmed that these mitigation measures would significantly decrease traffic infiltration on key routes such as Proctor Avenue, Glen Cameron Street and Grandview Avenue. Conversely John Street, Henderson Avenue, Elgin Street, Bayview Avenue, Steeles Avenue and Yonge Street may experience a minor increase in traffic. The impacts of the improvements on the traffic operations on the Regional arterial roads will be minimal and could be mitigated by signal adjustments.

Table 1
Proposed Traffic Infiltration Mitigation Measures

Proposed Mitigation Measure Type	Time	Location
Signal timing adjustments	Morning/Afternoon	Yonge Street at Clark Avenue Yonge Street at Steeles Avenue Steeles Avenue at Willowdale Road
Eastbound left turn advance green	Morning/Afternoon	Yonge Street at Clark Avenue
Southbound left turn restriction	Morning	Yonge Street at Grandview Avenue Yonge Street at Woodward Avenue Yonge Street at Highland Park Boulevard
Southbound right turn restriction	Morning	Bayview Avenue at Proctor Avenue
Westbound right turn restriction	Afternoon	Yonge Street at Grandview Avenue Yonge Street at Woodward Avenue Yonge Street at Highland Park Boulevard
Traffic Control Signals		Henderson Avenue at Proctor Avenue

To gain support from the local community for these proposed mitigation measures, the working group consulted with the community in a two phased approach. Firstly, resident members of the working group presented the proposal to the two ratepayers associations located in the community. At these meetings, the proposals were well received. Following the ratepayers association meetings, a public meeting open to all residents was held on May 25, 2005, at the Thornhill Community Centre. Approximately 50 residents attended this public meeting. Again, the proposed mitigation measures were well received by the Thornhill community residents.

These proposed mitigation measures were approved by the Town of Markham's Council on June 28, 2005, and it was agreed that York Region be requested to implement the mitigation measures related to signal timing adjustments and turn restrictions at Regional intersections.

5. FINANCIAL IMPLICATIONS

The financial implication to the Region is limited to the cost of manufacturing and implementing the turn restriction signs.

6. LOCAL MUNICIPAL IMPACT

The proposed mitigation measures will benefit the Thornhill community in that they will reduce the negative effects of traffic infiltration.

7. CONCLUSION

For many years, the residents of Thornhill, in the Town of Markham, have been concerned about the amount of non-local traffic infiltrating through their community. In response, a working group was established to find long term solutions to this problem. With the assistance of a transportation consultant, using state-of-the-art traffic simulation analysis, a number of mitigation measures were identified. Local ratepayers associations and local residents are in full support of these mitigation measures.

The Town of Markham's Council requests that York Region approve and implement the following turning restrictions:

- a) Southbound left turn prohibition (6:30 a.m. to 9:00 a.m.) at Yonge Street and Grandview Avenue.
- b) Southbound left turn prohibition (6:30 a.m. to 9:00 a.m.) at Yonge Street and Woodward Avenue.
- c) Southbound left turn prohibition (6:30 a.m. to 9:00 a.m.) at Yonge Street and Highland Park Boulevard.
- d) Southbound right turn prohibition (6:30 a.m. to 9:00 a.m.) at Bayview Avenue and Proctor Avenue
- e) Westbound right turn prohibition (4:00 p.m. to 7:00 p.m.) on Grandview Avenue at Yonge Street (Y.R. 1).
- f) Westbound right turn prohibition (4:00 p.m. to 7:00 p.m.) on Woodward Avenue at Yonge Street (Y.R. 1).
- g) Westbound right turn prohibition (4:00 p.m. to 7:00 p.m.) on Highland Park Boulevard at Yonge Street (Y.R. 1).

The Town of Markham's Council is also requesting that York Region implement an eastbound left turn advance phase at the intersection Yonge Street at Clarke Avenue. The Senior Management Group has reviewed this report.

(The attachment referred to in this clause is attached to this report.)