

Clause 4 in Report No. 11 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on June 25, 2015.

4

Request for Turn Restrictions
City of Markham and City of Vaughan

Committee of the Whole recommends:

1. Receipt of the following deputations in support of a proposed left-turn restriction at Ninth Line and Berczy Gate in the City of Markham:

- Gord Walter, President, Sherwood Amber-Glen Ratepayers Association
- Karen Rea, Ward 4 Councillor, City of Markham

2. Receipt of the following deputations in support of proposed turn restrictions for Rutherford Road at Velmar Drive and Babak Boulevard in the City of Vaughan:

- Anthony Francescucci, President, Weston Downs Ratepayers Association, also including a petition containing the names and personal information of approximately 720 residents
- Dr. Michael Pizzuto, Resident, City of Vaughan

3. Receipt of the following deputations against proposed turn restrictions for Rutherford Road at Velmar Drive and Babak Boulevard in the City of Vaughan:

- Kyril Volovik, Resident of the City of Vaughan, also including a petition containing the names and signatures of approximately 455 residents
- Domnic Melino, Resident of the City of Vaughan
- Zander Davidson, Resident of the City of Vaughan
- Anthony Scarpino, Resident of the City of Vaughan

4. Receipt of the following communications in support of proposed turn restrictions for Rutherford Road at Velmar Drive and Babak Boulevard from the following residents of the City of Vaughan:

- Alon Teper, dated June 3, 2015
- Tony and Amy Gatto, dated June 3, 2015
- Phyllis Simone, dated June 3, 2015

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- Egidio Schiavone, dated June 3, 2015
- Michel Benitah, dated June 3, 2015
- Loretta Puzzolanti, dated June 3, 2015
- Ornella Schiavone, dated June 3, 2015
- Nazzareno Cesareo, dated June 3, 2015
- Mario Volpentesta, dated June 3, 2015
- Dominic Mariani, dated June 3, 2015
- Maria and Nat Tari, dated June 3, 2015
- David Succurro, dated June 3, 2015
- Lio Prativiera, dated June 3, 2015
- Teresa Carlesi, dated June 3, 2015
- Lisa Durante, dated June 3, 2015
- Johnny Farro, Inter-All Ltd., dated June 3, 2015
- Yin (David) Yi, dated June 3, 2015
- Peter Bean, dated June 3, 2015
- Tony Fenuta, dated June 3, 2015
- Josie Lacaria, dated June 3, 2015
- Elisa DeCarolis, dated June 4, 2015
- Nicolina Corsaro, dated June 4, 2015
- Toan and Kieu Nguyen, dated June 4, 2015
- Annette, Armando and Francesca La Civita, dated June 4, 2015
- Adrian Kardash, dated June 4, 2015
- Carole Staveley, dated June 4, 2015
- Vito and Stella DiMauro, dated June 4, 2015
- Joe Yu, dated June 4, 2015
- Susan Jiang, dated June 4, 2015
- Nick De Luca, dated June 4, 2015
- Gaetano Cautillo, dated June 5, 2015
- Praveen Verma, dated June 7, 2015
- Teresa Markle, dated June 8, 2015
- Franco Pignotti, dated June 8, 2015
- Nick Ciappa, dated June 9, 2015
- Berta Pavao, dated June 9, 2015
- Lisa and Domenic Paluzzi, dated June 10, 2015
- Michael and Sharron Pizzuto, dated June 8, 2015

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- Giovanni Losiggio, dated June 10, 2015
- Monique Holz, dated June 9, 2015
- Joe Martino, dated June 5, 2015
- Dalia Martino, dated June 5, 2015
- Sonia Meucci, dated June 5, 2015
- Maria Teresa Arevalo, dated June 5, 2015
- Amanda Pignotti, dated June 5, 2015
- Moise Daddario, dated June 7, 2015
- Vilma Tanel-Logozzo, dated June 7, 2015
- Angie Valenzano, dated June 7, 2015
- Bruce Patel, dated June 8, 2015
- Gino Talamo, dated June 8, 2015
- Gino and Mary Nucifora, dated June 8, 2015
- Nancy and John Vetere, dated June 8, 2015
- Joe and Arlene Dattolico,
- Vincenza and Angelo De Medicis, dated June 8, 2015
- Sam Mellace, dated June 8, 2015
- Lou Gaglia, dated June 8, 2015
- Rajbir Singh, dated June 8, 2015
- Rodney Craig, dated June 8, 2015
- Michael and Sherry Guerra, dated June 8, 2015
- Vaia and Joe Andreoli, dated June 8, 2015
- Wanda and James Halliday, dated June 8, 2015
- David and Sharon Shaw, dated June 8, 2015
- Joseph Losiggio, dated June 8, 2015
- Francesca DiFazio, dated June 8, 2015
- Nancy Adriano, dated June 8, 2015
- Mark Ramundi, dated June 8, 2015
- Heather D'Onofrio, dated June 8, 2015
- Francesca Maietta, dated June 9, 2015
- Carla DaCosta, dated June 9, 2015
- Emily and Luigi Tassone, dated June 10, 2015
- Steven Ciccolini, dated June 10, 2015
- Gaetano Cautillo, dated June 10, 2015
- Lia Cutrara, dated June 10, 2015

5. Receipt of the report dated May 21, 2015 from the Commissioner of Transportation Services.

6. A left-turn restriction at Ninth Line (Y.R. 69) and Berczy Gate in the City of Markham be approved and the Regional Solicitor prepare a draft Bylaw for consideration by Council in September 2015 unless by that time Regional staff have implemented initiatives to improve traffic flow in the Sherwood Amber-Glen community of the City of Markham as follows:

- Lengthening the advance left-turn signal at Highway 7 and Ninth Line.
- Review of the intersection at Ninth Line and Church Street with consideration to provide a northbound advance left turn signal combined with an advance straight-through movement.
- Review of York Region Transit bus routes in the Southeast portion of the City of Markham in an effort to attract more students from Markham District High School to take the bus to school.
- Communication to students and parents at Markham District High School encouraging use of the initiatives made to improve traffic flow in the community.
- Monitoring the effectiveness of the implemented changes with a report back to Committee with the findings in November 2015.

7. Adoption of the following resolution:

Whereas the Regional Municipality of York has jurisdiction over the Regional road network;

And Whereas the Regional road network is a part of a complex integrated transportation system that is required to meet the mobility needs of all residents and support the economic sustainability of the region;

And Whereas the capacity of each component of the integrated transportation network should be leveraged to maximize travel choices and manage congestion;

And Whereas traffic congestion and mobility challenges are the most significant issues for our residents and businesses, as demonstrated in the Environics Surveys and public comments received during consultation on the Transportation Master Plan update, currently underway;

And Whereas planning for population and employment growth to accommodate the Provincial Growth Plan while managing congestion and improving transportation service is an important priority for Council;

And Whereas policy area 7.1 of the Regional Official Plan adopts a conservation-first approach to servicing the needs of residents by focusing on making efficient use of existing infrastructure;

Now therefore be it resolved that Council:

1. Requests the Transportation Master Plan Advisory Task Force to consider opportunities to improve connectivity and accessibility of the Regional road network to the provincial freeway network, local road network, transit services and active transportation facilities as strategic priorities to aid in managing congestion and maximizing mobility.
2. Requests staff to develop policy direction as part of the Transportation Master Plan that will optimize safe and efficient operations and improve integration of the Regional and local road networks; including through development of specific criteria to guide if/when/where implementation of turning restrictions, truck prohibitions, or other such measures may be warranted or appropriate.
3. Requests staff to report back in 2016 with recommendations for Council to formally adopt new Regional transportation policies as outlined above.

Report of the Commissioner of Transportation Services dated May 21, 2015 now follows:

1. Recommendations

It is recommended that:

1. A left-turn restriction at Ninth Line (Y.R. 69) and Berczy Gate, received through a Council resolution from the City of Markham, not be implemented.
2. The turn restrictions for Rutherford Road (Y.R. 73) at Velmar Drive and Babak Boulevard, received through a Council resolution from the City of Vaughan, not be implemented.
3. The Regional Clerk circulate this report to the City of Markham and City of Vaughan.

2. Purpose

This report responds to Council resolutions with regard to turn restrictions on Regional roads received from the Cities of Markham and Vaughan.

3. Background

Council received resolutions from the Cities of Markham and Vaughan with regard to turn restrictions on Regional roads

Resolutions were received from the Cities of Markham and Vaughan by Council in March 2015. Both resolutions request implementation of turn restriction on Regional roads. The details of each resolution are as follows:

- The City of Markham Council resolution dated February 13, 2015 states “that the Region of York be requested to implement a northbound left-turn restriction at the intersection of Ninth Line at Berczy Gate, weekdays, between 7 a.m. and 9 a.m.”
- The City of Vaughan Council resolution, dated February 23, 2015, requests analysis and consultation with local residents regarding potential traffic restrictions and signing to minimize traffic volumes through the Weston Downs Community.

Attachment 1 summarizes the requested turn restrictions and location maps are provided in Attachments 2 and 3.

A Regional bylaw is required before turn restrictions can be implemented and enforced

In accordance with the Highway Traffic Act, a Regional bylaw is required before turning restrictions can be implemented and enforced on a Regional road.

4. Analysis and Options

Generally, Regional staff are not supportive of implementing turn restrictions on Regional roads

Regional staff understand resident concerns regarding traffic volumes within their communities. However, the function of local roads is not for exclusive access to homes for residents; these are public roads that provide connections to schools,

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parks and other community destinations. Implementing turn restrictions result in the segregation of communities and increases congestion on other roadways. This results in erratic and unsafe driving habits as drivers undertake U-turns to avoid turning restrictions. Turn restrictions typically satisfy a portion of residents in a localized area, and inevitably create new problems for other residents.

The Region's goal is to maximize the efficiency of the Regional road network in order to move people and goods between local roads and provincial highways. This is done through optimizing traffic signal timings and relieving bottlenecks on the Regional road system. However, this becomes a challenge as communities continue to grow, increasing transportation demand. It is important that local roads help carry increased load on the transportation network."

Traffic volumes on Berczy Gate are consistent with expectations for a local road during peak periods

The City of Markham Council resolution reflects concerns expressed by the Sherwood Amber Glen Ratepayers Association with regard to traffic infiltrating through their community to avoid delays at the intersection of Ninth Line at Highway 7. Ratepayers anticipate the proposed turn restriction will reduce traffic volumes.

Traffic counts support the fact that motorists are using Berczy Gate to access Highway 7. The City of Markham undertook a study in October 2013 that showed approximately 52 of 69 vehicles entering Berczy Gate from Ninth Line were destined to Highway 7 during the a.m. peak period (7 a.m. to 9 a.m.). Although most turns using Berczy Gate during the a.m. peak period are destined to Highway 7, the total volume on these local roads is well within what would typically be expected. This was the position originally taken by City of Markham staff in the report that was attached to the resolution, which did not support implementing a turn restriction.

Implementing the proposed turn restriction at Berczy Gate will negatively impact other areas of the community. As an alternative, motorists currently using Berczy Gate will likely use Delmark Boulevard, located 250 metres to the south. Delmark Boulevard is also a local road with numerous residential driveways. The City of Markham report suggests that the Sherwood Amber Glen Ratepayers Association have identified 97 per cent support for the turn restriction. However, their residential survey of about 180 homes did not include any homes located on Delmark Boulevard.

The issues summarized above support the general position that turn restrictions should not be implemented at intersections on Regional roads.

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The proposed turn restrictions in the City of Vaughan significantly impede access within the larger community

The City of Vaughan Council resolution reflects concerns expressed by the Weston Downs Ratepayers with regard to traffic infiltrating through their community to avoid delays at the Weston Road intersections at Rutherford Road and Langstaff Road. The Ratepayers anticipate the proposed turn restrictions and signing plan will minimize the volume of traffic.

The proposed turn restrictions significantly impede access within the larger community to major local destinations, including Emily Carr High School, St. Jean de Brebeuf Catholic High School, St. Clare Catholic Elementary School and the Vellore Village Community Centre, during peak periods when these facilities are in high demand. Given the extent of the community these turn restrictions would impact, the support of area residents is divided.

The City of Vaughan undertook a community survey in 2013 for the implementation of turn restrictions at local intersections. Over 1,800 surveys were distributed; however, only 380 were completed representing about 20 per cent. Of the completed surveys, 31 per cent were supportive of a “Do Nothing” alternative. The remaining 69 per cent were split between implementing turn restrictions (27 per cent) and other alternatives such as extending Pine Valley Drive, widening Weston Road, or installing “Local Traffic Only” signs (42 per cent). Assuming all respondents not supportive of a “Do Nothing” alternative (69 per cent) were supportive of the proposed turn restrictions, this only represents 262 of over 1,800 homes (15 per cent).

The community divide on the issue is further demonstrated by the fact that Regional staff has received a petition signed by over 280 residents who are not supportive of peak period turning restrictions in this area.

The issues summarized above support the general position that turn restrictions should not be implemented at intersections on Regional roads.

Link to key Council-approved plans

In relationship to key Council approved plans, this report supports Vision 2051 which is responding to the needs of our residents, promoting safety on York Region roads through effective policing, education and sensitive design.

5. Financial Implications

The cost associated with Regional staff review of these requested turn restrictions is included within the 2015 Transportation Services budget.

6. Local Municipal Impact

Cities of Markham and Vaughan have been consulted on the Region's position with respect to implementing turn restrictions on Regional roads. It is agreed that in order to manage increasing traffic congestion in the Region, it is important to maintain access to the entire road network of public roads to evenly distribute transportation demand.

7. Conclusion

Regional staff do not recommend implementing turn restrictions as received through Council resolutions from the City of Markham and City of Vaughan at the locations described in Attachment 1.

Regional staff understand resident concerns regarding traffic volumes within their communities. However, the function of local roads is not for exclusive access to homes for residents; these are public roads that provide connections to schools, parks and other community destinations. Implementing these turn restrictions result in the segregation of communities, increased congestion on other roadways as rerouted traffic is forced into adjoining communities and increased erratic and unsafe driving habits as drivers undertake U-turns to avoid turning restrictions. Turn restrictions typically satisfy a portion of residents in a localized area, and inevitably create new problems for other residents.

For more information on this report, please contact Brian Titherington, Director, Roads and Traffic Operations at extension 75901.

The Senior Management Group has reviewed this report.

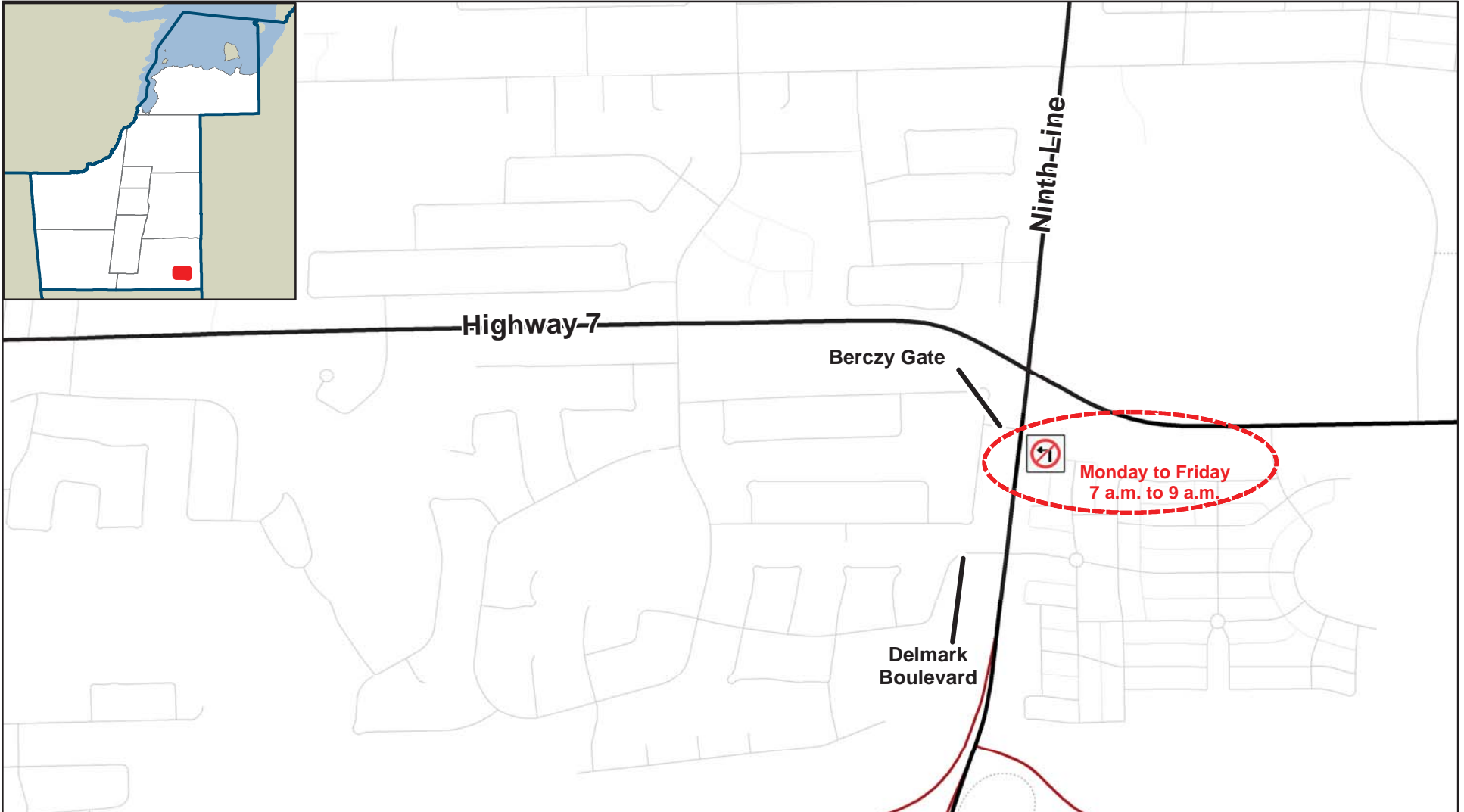
May 21, 2015

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Accessible formats or communication supports are available upon request

Table 1
Request for Turn Restrictions

Community and Intersection	Turn Restriction
Sherwood Amber Glen, Ninth Line and Berczy Gate	<ul style="list-style-type: none"> • Northbound no left-turn, Monday to Friday from 7 a.m. to 9 a.m.
Weston Downs, Rutherford Road at Via Campanile / Babak Boulevard	<ul style="list-style-type: none"> • Southbound no through, Monday to Friday from 7 a.m. to 9 a.m. • Northbound no left-turn and no through, Monday to Friday from 4:30 p.m. to 6:30 p.m. • Eastbound no right-turn, Monday to Friday from 7 a.m. to 9 a.m.
Weston Downs, Rutherford Road at Saint Clare Boulevard/ Velmar Drive	<ul style="list-style-type: none"> • Southbound no through, Monday to Friday from 7 a.m. to 9 a.m. • Northbound no left-turn and no through, Monday to Friday from 4:30 p.m. to 6:30 p.m. • Eastbound no right-turn, Monday to Friday from 7 a.m. to 9 a.m.
Weston Downs, Weston Road at Astona Boulevard, Valeria Boulevard, and Greenpark Boulevard	<ul style="list-style-type: none"> • "No Exit to Rutherford Road," from 4:30 p.m. to 6:30 p.m.
Weston Downs, Langstaff Road and Valeria Boulevard	<ul style="list-style-type: none"> • No Exit to Rutherford Road", from 4:30 p.m. to 6:30 p.m.



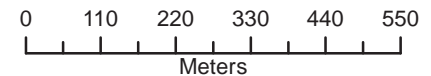
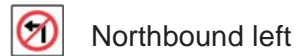
**Sherwood Amber Glen
City of Markham**

Requested Turn Restriction

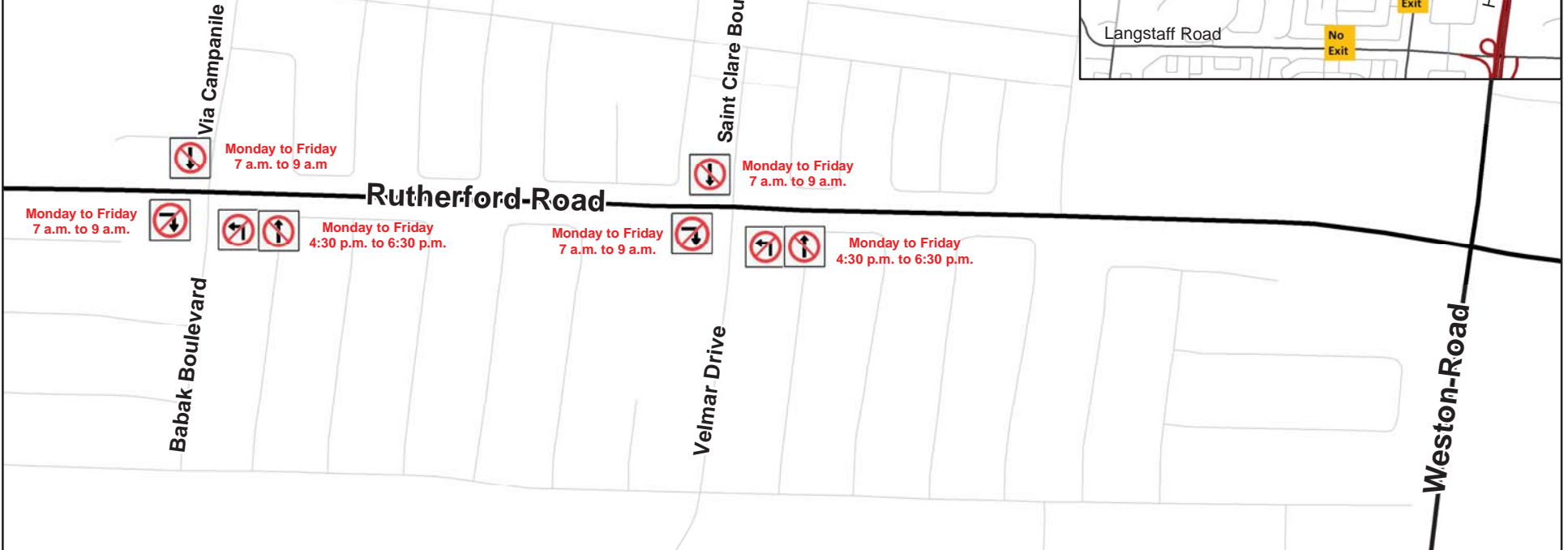
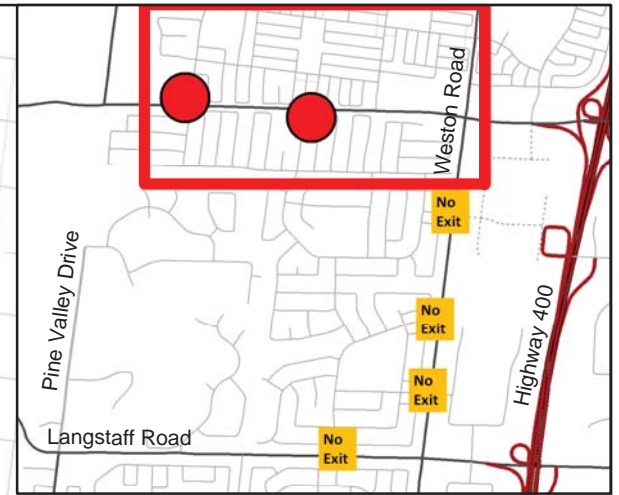
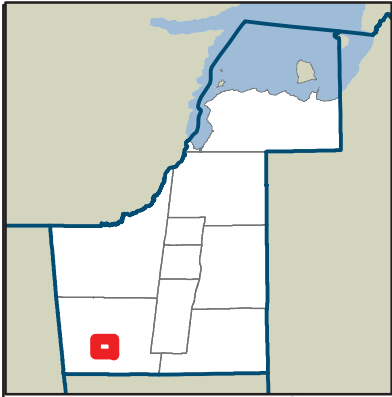


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Requested Restriction



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Weston Downs City of Vaughan

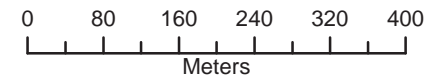
Requested Turn Restrictions



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Requested Restrictions

-  No exit to Rutherford 4:30 p.m. to 6:30 p.m.
-  Eastbound right
-  Northbound left
-  Northbound through
-  Southbound through



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