

February 13, 2015

Mr. J. Philip Parappally
York Region District School Board
Box 40, 60 Wellington St. W.
Aurora, On L4G 3H2

**RE: PROPOSED NORTHBOUND LEFT TURN
RESTRICTION AT NINTH LINE & BERCZY GATE (5.12)**

Dear Mr. Parappally:

This will confirm that at a meeting held on February 10,, 2015, Council of the City of Markham adopted the following resolution:

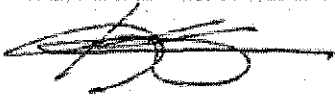
- "1) That the report entitled "Proposed Northbound Left Turn Restriction at Ninth Line & Berczy Gate," be received; and,
- 2) That the petition submitted by Mr. Gord Walter, President of the Sherwood Amber Glcn Ratepayers Association for a northbound left turn restriction on weekdays between 7 AM and 9 AM at the intersection of Ninth Line and Berczy Gate be received; and,
- 3) That the Region of York be requested to implement a northbound left turn restriction at the intersection of Ninth Line and Berczy Gate, weekdays, between 7 AM and 9 AM; and,
- 4) That York Region be requested to review the intersection of Ninth Line and Church Street for consideration to provide a northbound advance left turn signal combined with an advance straight through movement; and,
- 5) That Markham staff request York Region Transit to review their transit route in an effort to capture more students travelling from the southeast part of Markham that attend Markham District High School by increasing their routes and/or provide for additional buses; and,

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- 6) That Markham staff be directed to contact the York Region District School Board and investigate the possibility of providing a school bus for students coming from the southeast part of Markham attending Markham District High School; and,
- 7) That the deputation from Gord Walter, Sherwood Amber Glen Ratepayers Association be received; and,
- 8) That Markham staff be requested to report back to General Committee regarding their recommendation; and further,
- 9) That Staff be authorized and directed to do all things necessary to give effect to this resolution."

If you have any questions, please contact Ravali Kosaraju, Acting Supervisor, Traffic Operations, at 905-477-7000 ext. 2608.

Yours sincerely,



Kimberley Kitteringham
City Clerk

Copy to: Denis Kelly, Regional Clerk
Rick Takagi, Director, YRT



Report to: General Committee

Date Report Authored: January 12, 2015

SUBJECT: Proposed Northbound Left Turn Restriction at Ninth Line & Berczy Gate

PREPARED BY: Ravali Kosaraju, Supervisor (Acting), Traffic Operations, ext. 2608
David Porretta, Manager (Acting), Business & Technical Services, ext. 2040

RECOMMENDATION:

- 1) That the report entitled "Proposed Northbound Left Turn Restriction at Ninth Line & Berczy Gate", be received;
- 2) And that the petition submitted by Mr. Gord Walter, President of the Sherwood Amber Glen Ratepayers Association for a northbound left turn restriction on weekdays between 7 AM and 9 AM at the intersection of Ninth Line and Berczy Gate be received;
- 3) And that the Region of York consider implementing a northbound left turn restriction at the intersection of Ninth Line and Berczy Gate, weekdays, between 7 AM and 9 AM;
- 4) And that the Region of York be requested to report back to General Committee regarding their recommendation;
- 5) And that Staff be authorized and directed to do all things necessary to give effect to this resolution.

PURPOSE:

In response to a resident petition submitted by Mr. Gord Walter, President of the Sherwood Amber Glen Ratepayers Association, this report recommends that the Region consider a northbound left-turn restriction at Ninth Line and Berczy Gate, weekdays, between 7AM and 9 AM. The intent of the restriction would be to reduce cut-through traffic within the Sherwood Amber Glen community.

BACKGROUND:

Sherwood Amber Glen community concerned about cut-through traffic.

In September 2013, Mr. Gord Walter, President of the Sherwood Amber Glen Ratepayers Association, contacted the Operations Department expressing concerns regarding traffic infiltrating through the Sherwood Amber Glen community via Berczy Gate and Senator Reesor's Drive during the morning rush hour period. Mr. Walter claimed that this activity is compromising traffic safety in the community and that a restriction at Ninth Line and Berczy Gate be implemented. The Sherwood Amber Glen community is located in Ward 4, near Highway 7 and Ninth Line. Berczy Gate has an average daily traffic (ADT) volume of 990 vehicles and provides direct access to Ninth Line. (see Attachment "A").

Traffic survey confirms that cut-through traffic is occurring.

In October 2013, Operations staff conducted a vehicular infiltration survey during the weekday morning rush hour period (7 – 9 AM). The study results had identified approximately 52 of 69 vehicles (75%) entering Berczy Gate from Ninth Line was destined to Highway 7, confirming that traffic infiltration is occurring. However, given that the total traffic volume on Berczy Gate is well within acceptable design parameters of a local residential street, a turn restriction was not recommended.

Signal timing adjustments at Ninth Line and Highway 7 helped reduce delays.

Through consultation with York Region staff, it was determined that a likely contributor to the cut-through traffic is northbound left-turn vehicles queuing on Ninth Line at Highway 7. In response, York Region increased the amount of time allocated to the advance left turn at Ninth Line and Highway 7 to reduce left-turn queues, thereby discouraging traffic from using Berczy Gate to avoid delays. Subsequent observations confirmed that queuing persisted, but was reduced as a result of the timing adjustments.

Community concerns regarding cut-through traffic persist.

On September 15, 2014, Mr. Walter attended General Committee on behalf of the Sherwood Amber Glen Ratepayers Association to inform Committee of continued concerns with cut-through traffic. Referencing results from the 2013 survey, he requested that the City and Region proceed with implementing a northbound left-turn restriction at Ninth Line & Berczy Gate on weekdays between 7 AM and 9 AM. General Committee subsequently referred the matter to City and Region staff to investigate and report back.

OPTIONS/DISCUSSION:**A resident petition identified 97% of respondents supportive of a restriction.**

In late September 2014, Operations staff contacted Mr. Walter, advising that a petition would be needed to further consider a turn restriction that is not technically supported. The purpose of a soliciting a petition is to provide community awareness of the concern, and to ensure that two-thirds (66%) of the affected households solicited would be supportive of such a measure, acknowledging the possible adverse impacts to local residents, including altering their own travel patterns (a restriction would apply to local residents) and a possible increase in traffic volume on Delmark Boulevard.

In December 2014, Mr. Walter submitted a petition that he solicited to 204 households in the community that would be directly affected by a possible turn restriction at Ninth Line and Berczy Gate (see Attachment "B"). Of the 179 households that responded, 174 (97%) households were supportive of having a northbound left-turn restriction at Ninth Line & Berczy Gate, from 7 AM – 9 AM, Monday - Friday.

York Region Transportation staff do not support turn restrictions on Regional roads.

The intersection of Ninth Line and Berczy Gate is under Regional jurisdiction. York Region Transportation's objective is to maximize the efficiency of the Regional transportation network to discourage motorists from diverting through local streets. However, as communities continue to grow, the municipal road network plays a key role

in distributing traffic. Both Regional and municipal roads are not mutually exclusive; they comprise an integrated network that needs to accommodate trips for all purposes.

For over a decade, City and/or Regional staff have responded to requests for turn restrictions at over 50 locations in Markham to address traffic infiltration (see Attachment "C"). In several instances, these restrictions were approved and implemented. Both Regional and Municipal staff are in agreement that this continued practice is not in the City or Region's greater interest. Turn restrictions typically satisfy only a localized area, as the restrictions inevitably push the problem to other roads or neighbourhoods, introducing erratic driving behaviour and compromising the transportation network.

Implementing a turn restriction requires approval from Regional Council.

For the Region to consider a turn restriction at a Regional intersection, a Council resolution from the local municipality would need to be received, requesting such. Through the aforementioned traffic studies conducted, there is no technical merit in warranting a turn restriction at Ninth Line and Berczy Gate. However, the local community is concerned that traffic infiltrating through their community is resulting in aggressive driving behaviour, compromising their safety and diminishing their quality of life. These concerns have been validated through a petition that indicates 97% of respondents supporting a turn restriction. Therefore, it is recommended that the Region consider implementation of a restriction at Ninth Line and Berczy Gate and report back to General Committee with their recommendation.

FINANCIAL CONSIDERATIONS AND TEMPLATE:

Not Applicable.

HUMAN RESOURCES CONSIDERATIONS:

Not Applicable.

ALIGNMENT WITH STRATEGIC PRIORITIES:

This report aligns with the community safety component of Markham's transportation strategic priority.

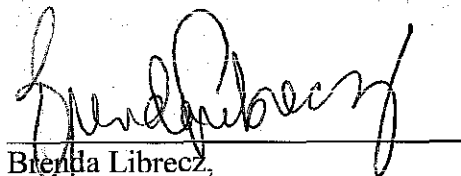
BUSINESS UNITS CONSULTED AND AFFECTED:

York Region Transportation has been consulted regarding the cut-through traffic concerns in the Sherwood Amber Glen community.

RECOMMENDED BY:



Bob Nicholson,
Acting Director, Operations



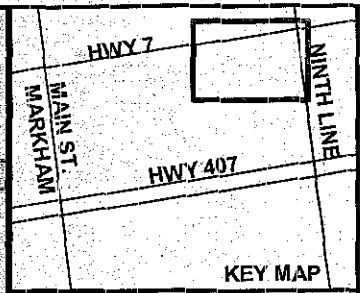
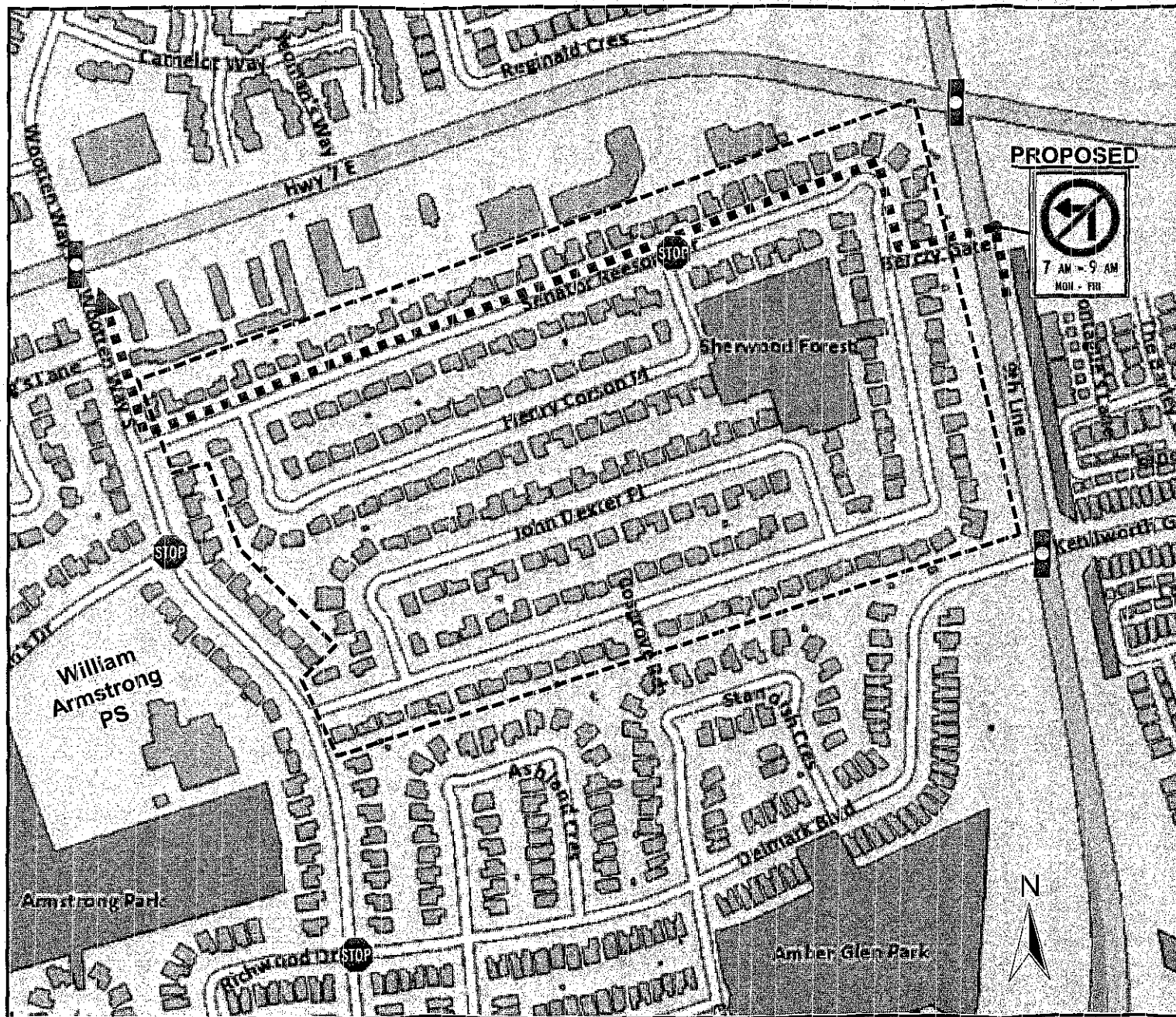
Brenda Librecz,
Commissioner, Community & Fire Services





ATTACHMENTS:

Attachment "A" – Location Map, Ninth Line & Berczy Gate

Attachment "B" – Resident Petition

Attachment "C" – City of Markham Turning Restrictions on Regional Roads



-  Existing Traffic Signals
-  Existing All-way Stop Control
-  Cut-through Traffic Route
-  Petition Survey Area

Ninth Line & Berczy Gate
Proposed NB Left Turn
Restriction
(7AM – 9AM; MON-FRI)

MARKHAM
 Traffic Operations
 February 2015

ATTACHMENT A

Senator Reesor's Drive Traffic Infiltration Petition Summary

Street	# of Households	For	Percent	Against	Percent	Unable to Contact*	Unsure	Contacted less unsure	Percent For
SRD North	53	49	92.5%	1	1.9%	3	0	50	98.00%
Henry Corson Pl.	40	35	87.5%	2	5.0%	2	1	37	94.59%
John Dexter Pl.	43	36	83.7%	0	0.0%	5	2	36	100.00%
SRD East	29	22	75.9%	0	0.0%	7	0	22	100.00%
SRD South	39	32	82.1%	2	5.1%	4	1	34	94.12%
Summary	204	174	85.3%	5	2.5%	21	4	179	97.21%

*Vacant/Rental/Away

No	Street	For	Against	Unable to Contact	Notes
	EAST Section				
64	Senator Reesor's Drive		N	F	left flyer
66	Senator Reesor's Drive		N	V	Vacant
68	Senator Reesor's Drive	Y			
69	Senator Reesor's Drive	Y			
70	Senator Reesor's Drive	Y			
71	Senator Reesor's Drive			F	left flyer
72	Senator Reesor's Drive	Y			
73	Senator Reesor's Drive			F	left flyer
75	Senator Reesor's Drive	Y			
76	Senator Reesor's Drive	Y			
77	Senator Reesor's Drive	Y			
78	Senator Reesor's Drive	Y			
79	Senator Reesor's Drive	Y			
80	Senator Reesor's Drive			F	left flyer
81	Senator Reesor's Drive	Y			
82	Senator Reesor's Drive	Y			
83	Senator Reesor's Drive	Y			
84	Senator Reesor's Drive	Y			
85	Senator Reesor's Drive	Y			
86	Senator Reesor's Drive	Y			
87	Senator Reesor's Drive	Y			
88	Senator Reesor's Drive	Y			
89	Senator Reesor's Drive	Y			
90	Senator Reesor's Drive	Y			
91	Senator Reesor's Drive	Y			
92	Senator Reesor's Drive	Y			
94	Senator Reesor's Drive		N	F	left flyer
96	Senator Reesor's Drive	Y			
98	Senator Reesor's Drive			F	left flyer
29	Total	22	0	7	0

Contacted	22			
Percent of Households	75.86%	0.00%	24.14%	
Percent of contacted	100.00%	0.00%		

No	Street	For	Against	Unable to Contact	Notes
	SOUTH Section				
100	Senator Reesor's Drive	Y			
102	Senator Reesor's Drive	Y			
104	Senator Reesor's Drive		N		
106	Senator Reesor's Drive	Y			
107	Senator Reesor's Drive	Y			
108	Senator Reesor's Drive	Y			
109	Senator Reesor's Drive	Y			
110	Senator Reesor's Drive	Y			
111	Senator Reesor's Drive			F	On Holiday
112	Senator Reesor's Drive	Y			
113	Senator Reesor's Drive	Y			
114	Senator Reesor's Drive	Y			
115	Senator Reesor's Drive	Y			
116	Senator Reesor's Drive	Y			
117	Senator Reesor's Drive	Y			
118	Senator Reesor's Drive	Y			
119	Senator Reesor's Drive	Y			
120	Senator Reesor's Drive	Y			
121	Senator Reesor's Drive	Y			
123	Senator Reesor's Drive			F	
124	Senator Reesor's Drive	Y			
125	Senator Reesor's Drive	Y			
126	Senator Reesor's Drive	Y			
127	Senator Reesor's Drive			F	
128	Senator Reesor's Drive			V	moving
129	Senator Reesor's Drive		N		
130	Senator Reesor's Drive				unsure
131	Senator Reesor's Drive	Y			
132	Senator Reesor's Drive	Y			
133	Senator Reesor's Drive	Y			via email
134	Senator Reesor's Drive	Y			via email
135	Senator Reesor's Drive	Y			
136	Senator Reesor's Drive	Y			
137	Senator Reesor's Drive	Y			via email
138	Senator Reesor's Drive	Y			
140	Senator Reesor's Drive	Y			
142	Senator Reesor's Drive	Y			
144	Senator Reesor's Drive	Y			via email
146	Senator Reesor's Drive	Y			
39	Total	32	2	4	1

Contacted	35			
Percent of Households	82.05%	5.13%	10.26%	
Percent of contacted	91.43%	5.71%		

F left flyer in mailbox

No	Street	For	Against	Unable to Contact	Notes
2	John Dexter Place	Y			via email
4	John Dexter Place			F	
6	John Dexter Place	Y			
8	John Dexter Place	Y			
10	John Dexter Place	Y			
12	John Dexter Place	Y			
14	John Dexter Place	Y			
15	John Dexter Place	Y			
16	John Dexter Place	Y			
17	John Dexter Place			F	
18	John Dexter Place	Y			
19	John Dexter Place	Y			
20	John Dexter Place				unsure
21	John Dexter Place	Y			
22	John Dexter Place	Y			
23	John Dexter Place	Y			via email
24	John Dexter Place	Y			
25	John Dexter Place	Y			
26	John Dexter Place			V	Vacant
27	John Dexter Place	Y			
28	John Dexter Place	Y			
29	John Dexter Place	Y			
30	John Dexter Place	Y			
31	John Dexter Place	Y			
32	John Dexter Place	Y			
33	John Dexter Place	Y			
34	John Dexter Place			F	don't call
35	John Dexter Place	Y			
36	John Dexter Place	Y			via email
37	John Dexter Place	Y			via email
38	John Dexter Place				unsure
39	John Dexter Place	Y			
40	John Dexter Place	Y			
41	John Dexter Place	Y			
42	John Dexter Place	Y			
43	John Dexter Place	Y			
44	John Dexter Place	Y			
45	John Dexter Place	Y			
46	John Dexter Place	Y			
48	John Dexter Place	Y			
50	John Dexter Place	Y			
52	John Dexter Place			F	
54	John Dexter Place	Y			via email
43	Total	36	0	5	2

Contacted	38			
Percent of Households	83.72%	0.00%	11.63%	
Percent of contacted	94.74%	0.00%		

F left flyer in mailbox

No	Street	For	Against	Unable to contact	Notes
1	Henry Corson Place	Y			
2	Henry Corson Place	Y			
3	Henry Corson Place	Y			
5	Henry Corson Place	Y			
7	Henry Corson Place	Y			
9	Henry Corson Place	Y			
11	Henry Corson Place				unsure
14	Henry Corson Place	Y			
15	Henry Corson Place	Y			
16	Henry Corson Place	Y			
17	Henry Corson Place	Y			
18	Henry Corson Place	Y			
19	Henry Corson Place	Y			
20	Henry Corson Place	Y			
21	Henry Corson Place	Y			
22	Henry Corson Place	Y			
23	Henry Corson Place			F	
24	Henry Corson Place	Y			
25	Henry Corson Place	Y			
26	Henry Corson Place	Y			
27	Henry Corson Place	Y			
28	Henry Corson Place	Y			
29	Henry Corson Place	Y			
30	Henry Corson Place	Y			
31	Henry Corson Place		N		
32	Henry Corson Place	Y			
33	Henry Corson Place	Y			
34	Henry Corson Place	Y			
35	Henry Corson Place	Y			
36	Henry Corson Place	Y			
37	Henry Corson Place	Y			
38	Henry Corson Place	Y			
39	Henry Corson Place			F	
40	Henry Corson Place	Y			
41	Henry Corson Place	Y			
42	Henry Corson Place	Y			
43	Henry Corson Place	Y			
44	Henry Corson Place	Y			
45	Henry Corson Place	Y			
47	Henry Corson Place		N		
40	Total	35	2	2	1

Contacted	38			
Percent of Households	87.50%	5.00%	5.00%	
Percent of contacted	92.11%	5.26%		

F left flyer in mailbox