

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 14, 2013**

Item 19, Report No. 19, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on May 14, 2013.

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#### **MCNAUGHTON ROAD U-TURN PROHIBITION** **WARD 4 – VICINITY OF MCNAUGHTON ROAD AND TROON AVENUE**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated April 30, 2013:

##### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. THAT By-law 284-94, the Consolidated Traffic By-law, be amended to add a 'U-turn' prohibition on McNaughton Road from the east limit of the existing Maple GO Station right-out driveway on McNaughton Road to the north limit of Eagle Rock Way; and
2. THAT a copy of this report be forwarded to Metrolinx.

##### **Contribution to Sustainability**

Not applicable

##### **Economic Impact**

The cost to install the necessary signage to implement the recommended "U-turn" prohibition on McNaughton Road will be funded from the 2013 Operating Budget. The on-going costs to maintain the signs would be incorporated into future Operating Budgets.

##### **Communications Plan**

Staff will notify York Regional Police, area business owners and residents of the outcome of Council's decision on this matter.

##### **Purpose**

This report addresses a traffic operational issue on McNaughton Road between the Maple GO Station right-out driveway and Troon Avenue stemming from an increasing number of motorists making U-turn movements after leaving the Maple GO Station.

##### **Background - Analysis and Options**

Over the last decade, an increasing number of daily commuters are choosing GO Transit over single occupant vehicles. Over this period, the demand for parking at GO Stations has also increased dramatically. Accordingly, the parking lot at the Maple GO Station has been expanded a number of times since 2008. Today, there are approximately 1,260 parking spaces at Maple GO Station. Based on monthly parking utilization statistics from Metrolinx, the average parking demand at Maple GO Station is much greater than the available parking, which is beginning to present operational issues on the neighbouring streets and businesses.

The Maple GO Station is currently accessed by two full-movement driveways on Hill Street that leads to the signalized intersection at Major Mackenzie Drive, and a full-movement access on Eagle Rock Way that connects to Troon Avenue and McNaughton Road. In addition, a right-out only driveway is located on McNaughton Road for east bound traffic as shown on Attachment No 1.

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#### **The last parking lot expansion added 340 spaces at the Maple GO Station**

In 2010, Metrolinx added approximately 340 parking spaces on the north side of the Station lands, which brought the total number of available parking spaces to 1,258. These additional spaces were located on a relatively narrow parcel of land with limited frontage on McNaughton Road, constrained to the west by railway tracks and private lands to the east as shown on Attachment No.1

#### **The northerly parking lot expansion included a right-out driveway on McNaughton Road to assist egress from the parking lot**

As part of the northerly parking lot expansion, a right-out driveway onto McNaughton Road was constructed to provide those GO train patrons wishing to travel in an easterly direction an alternative egress point and to provide some relief to the other three parking lot entrances. The right-out driveway also serves to help relieve circulation congestion within the parking lot during peak periods. The McNaughton Road egress was designed according to good engineering practices including the appropriate traffic signage and a centre median to restrict a westbound traffic movement onto McNaughton Road. The median is not intended to prevent u-turn traffic movements.

#### **Motorists raised concerns regarding “U-Turns” on McNaughton Road**

During the latter part of 2012, staff received a number of complaints from motorists traveling on McNaughton Road who were concerned about the number of U-turns that some drivers exiting the north egress driveway from the Maple GO Station are making in order to travel west on McNaughton Road.

#### **GO Train arrivals at the Maple GO Station correspond with peak afternoon traffic periods**

In consultation with Metrolinx, staff confirmed that trains arrive at the Maple GO Station every 32 minutes from 4:10 p.m. to 6:37 p.m. Accordingly, GO Transit users exit the parking lot at generally the same time as rush hour traffic.

#### **A traffic operational review was conducted by staff to assess the situation either the local network**

There is a strong network of local roads serving the Maple Go Station as shown in Attachment No. 1. McNaughton Road East is a 4-lane major collector roadway with 26 metre right-of-way and 14 metre pavement width. Based on relatively recent traffic counts (2011), McNaughton Road has a total daily traffic volume of approximately 11,500 vehicles, which is well within the capacity of a 4 lane roadway. The traffic data indicated the average speeds on McNaughton Road range between 56 km/h and 58 km/h. The recorded 85th percentile speed, which is the speed 85% of the motorists travel at or below, was 70 km/h.

Troon Avenue is an un-assumed two-lane roadway with a 23 metre right-of-way and 11.5 metre pavement width. Eagle Rock Way is an unassumed 2-lane roadway with a 26 metre right-of-way and 14 metre pavement width. The aforementioned roadways have a statutory speed limit of 50 km/h.

Approximately one year ago, Rodinea Road was extended between Teston Road and McNaughton Road, but is currently barricaded near the north end until an outstanding property matter is addressed. This extension will provide a connection between McNaughton Road and Teston Road in the near future.

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**An operational review showed more than 64% of drivers leaving the GO Parking Lot are making a U-Turn**

Staff installed Video Collection Units (VCU) to capture the operational conditions along McNaughton Road in the vicinity of the Maple GO Station exit during the peak afternoon travel period on two separate days as noted below.

Location	Date	Time
GO right-out access on McNaughton Road	June 19, 2012	4:00 p.m. to 7:00 p.m.
	January 8, 2013	4:00 p.m. to 7:00 p.m.
McNaughton Road and Troon Avenue	January 8, 2013	4:00 p.m. to 7:00 p.m.

The video data captured by the VCU in June 2012 was focused on the area around the GO Station egress. The collected data identified a total of 22 vehicles or approximately 13 percent of the total vehicles exiting the driveway were marking U-turns within the 3 hour study period as summarized in Table 1 below. Several vehicles turned from the curb lane. On two occasions, vehicles made U-turns from the curb lane and blocked eastbound traffic. One vehicle stopped and blocked the curb lane to wait for a sufficient gap; and another vehicle blocked both lanes to make the U-turn. In addition, there was one motorist that made a right-turn into the GO parking lot.

<b>Table 1: Video Collection Units Installation on June 19, 2012</b>			
Time	Right out at GO Access (# vehicles)	# U-Turn Vehicles	U-Turn %
4:00 – 5:00 p.m.	34	4	12%
5:00 – 6:00 p.m.	100	13	13%
6:00 – 7:00 p.m.	40	5	13%
<b>Total</b>	<b>174</b>	<b>22</b>	<b>13%</b>

In January 2013, an additional VCU was added to capture concurrent data at both the GO Station egress and the intersection of Troon Avenue and McNaughton Road. This video data revealed a total of 53 vehicles made U-Turns just east of the Maple GO egress and a further 72 vehicles made U-Turns at the intersection of McNaughton Road and Troon Avenue over the three hour afternoon study period (see Table 2 below). It was also noted that motorists making U-turns at/east of the McNaughton Road and Troon Avenue intersection create potential conflicts and blind spots for the northbound movement at the same intersection.

<b>Table 2: U-turn Study Results on January 8, 2013</b>				
Time	Right out at GO Access (# vehicles)	# U-Turn Vehicles at right out GO access	# U-Turn Vehicles at the intersection with Troon Ave	U-Turn %
4:00 – 5:00 p.m.	38	7	16	61%
5:00 – 6:00 p.m.	104	27	37	62%
6:00 – 7:00 p.m.	52	19	19	73%
<b>Total</b>	<b>194</b>	<b>53</b>	<b>72</b>	<b>64%</b>

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#### **All-Way stop control at the intersection of McNaughton Road and Troon Avenue is not warranted**

To improve the safety of westbound traffic movements onto McNaughton Road, and to minimize U-Turn activity, staff investigated changing the intersection of McNaughton Road and Troon Avenue to all-way stop control.

On Wednesday January 8, 2013, staff conducted a turning movement count at the intersection of McNaughton Road and Troon Avenue during the morning and afternoon peak time periods. The data collected was compared to the Provincial Warrant for All-Way Stop Control with the following results:

Warrant 1 – Minimum Vehicular Volumes	Warranted	41%
Warrant 2 – Accident Hazard	Warranted	0%
Warrant 3 – Sight Restriction	Warranted	0%

All-way stop controls are recommended when one of the above warrants are satisfied to 100% or more. There are no recorded vehicle collisions at this intersection from 2009 to 2011. To date, this is the latest collision data available from York Regional Police. There are no sight line restrictions at this intersection. According to the results above, this intersection does not meet the minimum requirements of the Provincial All-way Stop Warrant or signalization at this time.

#### **Staff met with Metrolinx to discuss current traffic operation concerns**

A meeting with Metrolinx staff was held on January 9, 2013 to investigate possible solutions to the traffic operation issues on McNaughton Road. At the meeting Metrolinx staff agreed to implement additional signage in the north parking lot advising GO Train patrons to use Eagle Rock Way for McNaughton Road westbound travel. The signage was installed at six locations throughout the parking lot. Metrolinx staff also provided a monthly parking utilization summary. Based on the information provided, staff concluded that average parking demand exceeds the actual supply. Therefore, parking needs at Maple GO Station have not yet been fully addressed with the recent expansion.

#### **Further development is proposed adjacent to Maple GO Station**

The City has received a development application for the lands to the south of McNaughton Road East, west of Troon Avenue, north of Hill Street, and east of the Maple GO Station. The development area is separated into two parcels by Eagle Rock Way. The new Vaughan Official Plan (VOP 2010) designates the lands immediately east of the Go Station as “Mid-Rise Mixed-Use,” which were adopted by Vaughan Council in September 2010.

The site is currently vacant; however, major retail commercial developments have been recently developed east of Eagle Rock Way and west of McNaughton Road. Furthermore, a vacant parcel of retail / commercial land immediately east of Hill Street and north of Major Mackenzie Drive is to be developed in the future.

#### **The current Maple GO Secondary Plan Study will consider the overall transportation network in the area**

The Maple GO Station Secondary Plan peer review process began in 2012. Based on comments provided through the peer review and circulation process, the landowner has provided a revised conceptual development plan. The proposed development is to contain primarily residential dwelling units and a small amount of ground floor retail / commercial space. Approximately 700 units are proposed to be contained in condominium buildings and over 220 dwelling units will be contained in townhouses. The plan is currently being reviewed by City Staff.

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In developing the Maple GO Secondary Plan, the owner is considering the impact of the Plan on the surrounding area, and allowing surrounding land uses to inform the development of the Plan. Integration of the Maple GO Station parking areas and access points are also being considered. A Traffic Impact Study submitted in support of the application indicated the need to consider the installation of traffic signals at the intersection of McNaughton Road with Troon Avenue to facilitate future traffic flow in the area resulting from the development of the Secondary Plan area and other developments in the immediate area. Staff agree with the recommendation in principle, and suggest on-going monitoring of the McNaughton Road and Troon Avenue intersection to establish the timing of the works. Future signalization of the subject intersection would improve traffic flow movements in the area. The opportunity of advancing the traffic signal installation will be further assessed through the development and is consultation with Metrolinx staff.

#### **U-Turn prohibition could be implemented on McNaughton Road as a first step**

To address the immediate traffic safety concerns associated with the increasing number of U-turns movements on McNaughton Road, it is recommended that a 'U-turn' prohibition be implemented on McNaughton Road from the east limit of Maple GO Station existing right-out access to the north limit of Eagle Rock Way as shown on Attachment No. 1.

Staff will continue to monitor the traffic operations along McNaughton Road in the vicinity of Troon Avenue to determine if additional traffic control measures are needed in the short term.

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The recommendations of this report are intended to enhance and ensure community safety, health and wellness through education, design and enforcement. This report is consistent with the priorities previously set by Council.

#### **Regional Implications**

Not Applicable

#### **Conclusion**

Based on staff's review, it is recommended that a 'U-turn' prohibition be implemented on McNaughton Road from the east limit of Maple GO Station existing right-out egress to Eagle Rock Way. Staff will continue to monitor the traffic operations along McNaughton Road in the vicinity of Troon Avenue to determine if additional traffic control measures are needed.

#### **Attachments**

1. Location Map – McNaughton Road U-Turn Prohibition

#### **Report prepared by:**

Wai Lam Tang, Senior Traffic Analyst, Ext. 8496  
Lisa Lavery, Manager, Traffic Engineering, Ext. 8143  
Selma Hubjer, Manager, Transportation Engineering, Ext.8674  
Andrew Pearce, Director of Development & Transportation Engineering, Ext. 8255

(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)