

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JUNE 23, 2015

Item 4, Report No. 26, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on June 23, 2015.

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**TRAFFIC INFILTRATION
ROSEBURY LANE
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Public Works and the Director of Transportation Services, Parks and Forestry Operations, dated June 16, 2015:

Recommendation

The Commissioner of Public Works and the Director of Transportation Services, Parks and Forestry Operations recommend:

1. That Turn Prohibitions not be installed on Rosebury Lane.

Contribution to Sustainability

Not Applicable.

Economic Impact

Not applicable.

Communications Plan

Staff will advise the area residents of the outcome of Council's decision on this matter.

Purpose

Council, at its meeting of September 9, 2014, adopted a members resolution requesting staff to conduct a traffic infiltration study on Rosebury Lane in Woodbridge. The specific direction from Council is:

“That staff conduct a traffic infiltration study at this location to determine the nature and extent of infiltration, gather any other relevant information as may be supplied by residents, and make recommendations to address the issue, as appropriate, for Council’s approval at a later date.”

The purpose of this report is to respond to the direction.

Background – Analysis and Options

Rosebury Lane is a local two-way traffic roadway with a 20.0 metre right-of-way and a 9.0 metre pavement width. Sidewalks exist on both sides of the roadway. The road connects Meeting House Road to Clarence Street. The area is shown in Attachment No.1.

Local residents have raised concerns of infiltration traffic on Rosebury Lane.

Two infiltration patterns were raised by area residents as concerns.

The first infiltration pattern recognized is on weekday mornings where significant volumes of inbound motorists proceeding east on Meeting House Road turn into Rosebury Lane in order to avoid the intersection of Clarence Street and Meeting House Road, and heavier traffic volumes.

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The second infiltration pattern recognized is on weekday afternoons where significant volumes of inbound motorists proceeding north on Clarence Street turn into Rosebury Lane in order to avoid the intersection of Clarence Street and Meeting House Road, and heavier traffic volumes.

On May 13th and 14th, 2015 staff undertook studies to review traffic infiltration activity on Rosebury Lane during the weekday peak morning and afternoon periods.

For the purposes of this study, infiltration traffic is defined as non-resident traffic entering a street or neighbourhood without making any visits or stops within the neighbourhood and exiting the street or neighbourhood at the other end.

Staff reviewed the infiltration traffic activity on two days (May 13th afternoon peak, May 14th morning peak) to get a typical experience for Rosebury Lane as summarized in the table below.

Time	Infiltration Pattern	No. of Vehicles Entering	No. of Vehicles Infiltrating
7:00am to 9:00am	Eastbound right turns from Meeting House Road into Rosebury Lane	29	16
4:00pm to 6:00pm	Northbound left turns from Clarence Street into Rosebury Lane	41	2

During the morning peak traffic period of 7:00am to 9:00am, a total of 29 vehicles eastbound on Meeting House Road turned right into Rosebury Lane. Of the 29 vehicles, 16 infiltrated through to Clarence Street.

During the afternoon peak traffic period of 4:00pm to 6:00pm, a total of 41 vehicles northbound on Clarence Street turned left into Rosebury Lane. Of the 41 vehicles, 2 infiltrated through to Meeting House Road.

The infiltration traffic during both morning and afternoon peak traffic periods is low at 16 and 2 vehicles, respectively. The morning peak was the heavier infiltration pattern reviewed, however, 16 vehicles are considered low, equating to one vehicle every 8 minutes.

Adding a Turn Prohibition at either end of Rosebury Lane is not recommended based on study results.

Public highways are intended for all road users; balancing the needs of pedestrians, cyclists, and motorists is critical. In this regard, prohibitions should only be used as a tool to mitigate operational or safety concerns. Adding a Turn Prohibition at Rosebury Lane at Clarence Street, and at Rosebury Lane at Meeting House Road will not serve a tangible benefit to area residents.

Turn Prohibitions impact residents and non-residents alike. If Turn Prohibitions were implemented on Rosebury Lane, the reduction of infiltration traffic is minimal given the low number of vehicles recorded.

Any prohibitions would cause residents to not be permitted to enter their street during prohibited times, forcing residents to enter their streets via a more circuitous route. School bus routing on Rosebury Lane would likewise be disrupted.

The implementation of Turn Prohibitions could increase delays at Clarence Street and Meeting House Road. In addition, enforcement of the Turn Prohibitions by York Regional Police would be minimal.

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Relationship to Vaughan Vision 2020/Strategic Plan

Traffic flow operations would be impeded by the implementation of turn prohibitions on Rosebury Lane. In consideration of the strategic priorities previously set by Council related to Vaughan Vision 2020 Goals and Objectives, staff recommend not implementing turn prohibitions to maintain optimal traffic flow.

Regional Implications

Not Applicable.

Conclusion

Based on the results of a traffic infiltration study conducted in May 2015, staff recommend against installing turn prohibitions on Rosebury Lane.

Attachments

1. Location Map

Report prepared by:

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(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.)