

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 11, 2012

Item 20, Report No. 48, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on December 11, 2012.

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**TRAFFIC OPERATIONS REVIEW
ABERDEEN AVENUE FROM CLOVER LEAF STREET TO GOVERNOR CRESCENT
WARD 3**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Commissioner of Engineering and Public Works, dated November 27, 2012:

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That By-law 1-96, the Consolidated Parking By-law, be amended to remove the existing 'No Stopping' prohibition from 8:00am to 9:00am, 11:30am to 12:30pm and 3:00pm to 4:00pm, Monday to Friday from September 1st to June 30th, on the east side of Aberdeen Avenue, opposite to #500 Aberdeen Avenue.

Contribution to Sustainability

Not Applicable.

Economic Impact

Not Applicable.

Communications Plan

Engineering Services staff will advise the Immaculate Conception C.E.S. administration and area residents of the outcome of Council's decision in this matter.

Purpose

The purpose of this report is to address Council's direction from its meeting held on June 26, 2012:

“That staff undertake a traffic study on Aberdeen Avenue from Clover Leaf Street to Governor Crescent and report back their findings to a future Committee of the Whole Meeting.”

Background – Analysis and Options

Aberdeen Avenue is a collector roadway with a 26.0 metre right-of-way, a 14.0 metre pavement width, and sidewalks along both sides of the roadway. The road extends from Highway 7 to Ansley Grove Road and is one of the primary north-south roads within the local community.

Governor Crescent and Clover Leaf Street are both local roadways. The intersections of Aberdeen Avenue and Clover Leaf Street/ Governor Crescent (south leg), and Aberdeen Avenue and Governor Crescent (north leg) are under all-way stop control. Crossing guards are provided at these intersections during the morning and afternoon arrival/ departure times of Immaculate Conception C.E.S. Refer to Attachment No. 2.

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The existing 'No Stopping' prohibition along the east side of Aberdeen Avenue, between the north and south property limits of Immaculate Conception C.E.S., were implemented in 2008

Staff completed a parking review along Aberdeen Avenue, in front of Immaculate Conception C.E.S. on October 11, 2007 from 8:00 a.m. to 9:00 a.m., 11:30 a.m. to 12:30 p.m., and from 3:00 p.m. to 4:00 p.m., prior to recommending the implementation of the existing 'No Stopping' prohibition.

During this review, staff observed vehicles parked along both sides of the roadway, in front of the school. Occasionally vehicles were double parked/ stopped along the east side of Aberdeen Avenue. As a result, staff recommended the implementation of a 'No Stopping' prohibition along the east side of Aberdeen Avenue, between the north and south property limits of Immaculate Conception C.E.S. to allow emergency and other service vehicles less restrictive movements and to reduce the amount of congestion.

Traffic studies have identified that the 'No Stopping' prohibition along the east side of Aberdeen Avenue has not been effective at improving traffic operations

In 2009, staff completed a post-implementation review along Aberdeen Avenue, in front of Immaculate Conception C.E.S. During the review, staff observed that vehicles were occasionally double parked, vehicles were parked along the east side of the roadway, and motorists blocked the school's driveway entrances and local area resident driveways. The 'No Stopping' prohibition was limited in its effectiveness at improving operations and mitigating potential safety concerns. An education program targeted at motorists committing unlawful acts within school zones was initiated collaboratively between the Engineering Services and Enforcement Services departments.

In 2012, an additional follow-up review of traffic operations along Aberdeen Avenue was completed

In January 2012, the Immaculate Conception School Parent Council submitted proposals to improve traffic movements at the school, for the City, and the York Catholic District School Board (YCDSB) to review. Following receipt of these proposals, a community meeting was held where the alternatives were discussed. Those in attendance included Engineering Services staff, Councillors DeFrancesca and Rosati, YCDSB staff, Immaculate Conception School Parent Council and members of the community. A petition containing 316 signatures was also submitted requesting improvements to traffic operations and safety along Aberdeen Avenue near Immaculate Conception C.E.S.

A traffic study was carried out on Aberdeen Avenue, in front of Immaculate Conception C.E.S. (using video technology) from March 22 - 27, 2012, during the hours of 7:00 a.m. to 7:00 p.m. The study results showed that on-street parking occurred along both sides of Aberdeen Avenue primarily during the school's start and dismissal times of 8:55 a.m. and 3:35 p.m., respectively. The on-street parking supply of 18 spaces, along the west side of Aberdeen Avenue, was not sufficient to accommodate the demand during the school's start and dismissal times. As a result, vehicles were parking along the east side of Aberdeen Avenue, despite the 'No Stopping' prohibition, and students were cautiously crossing the roadway and walking between parked cars, usually accompanied by parents or caregivers.

A review of traffic activity was completed in October 2012 and the results were consistent with previous study results. The operational issues along Aberdeen Avenue, from Clover Leaf Street/ Governor Crescent (south leg) to Governor Crescent (north leg), only occurred during the school's start and dismissal times.

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In summary, a need for short term parking along Aberdeen Avenue, directly opposite the school property seems to exist.

Removal of the 'No Stopping' prohibition on Aberdeen Avenue will improve overall operations of the roadway

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. Previous traffic study results along Aberdeen Avenue, from Clover Leaf Street/ Governor Crescent (south leg) to Governor Crescent (north leg) demonstrate that the existing 'No Stopping Prohibition' is not effective. This prohibition may create a false sense of security for pedestrians and motorists as a motorist may not anticipate pedestrian crossings in the area in front of the school, and conversely, pedestrians may assume motorists will provide them with the right-of-way.

Removal of the existing 'No Stopping' prohibition along the east side of Aberdeen Avenue, between the north and south property limits of Immaculate Conception C.E.S. will add approximately 11 on-street parking spaces. Refer to Attachment No.4. As a result, the removal may also eliminate the safety concerns associated with the current practice of double parking along the west side of Aberdeen Avenue, and subsequent u-turn maneuver by some motorists.

In view of the above, staff recommend removal of the existing 'No Stopping Prohibition' on the east side of Aberdeen Avenue, between the north and south property limits of Immaculate Conception C.E.S.

Pavement markings will be used to further improve traffic operations and safety

An additional measure to improve traffic operations and safety within this section of Aberdeen Avenue would include the application of pavement markings. These markings are intended to reduce the current pavement width on Aberdeen Avenue, emphasize areas of pedestrian activity, and identify on-street parking opportunities. The cost of applying pavement markings will be absorbed in the 2013 Operating budget.

Alternatives to add a pedestrian signal and relocate a crossing guard were reviewed and are not feasible

At the request of the Immaculate Conception School Parent Council, staff also assessed the feasibility of installing a pedestrian signal, and relocating one of the existing school crossing guards in the area, to a new location in front of the school. Based on study findings and in accordance with the City's Pedestrian Signal Criteria, the installation of a pedestrian signal in front of Immaculate Conception C.E.S. is not warranted as the pedestrian crossing volume is too low. Further, relocating an existing school crossing guard to the front of the school is not recommended as the available on-street parking supply would be reduced by 8 spaces along both sides of Aberdeen Avenue. Moreover, students would likely cross the school's internal driveway where school bus loading/ unloading activity occurs, rather than use the walkway connections adjacent to the school's driveway entrances, which may create a safety concern.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommended removal of the existing 'No Stopping' prohibitions on the east side of Aberdeen Avenue and the application of additional pavement markings will improve traffic flow for both drivers and pedestrians, thus enhancing community safety and design.

This report is consistent with the priorities previously set by Council.

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Regional Implications

Not Applicable.

Conclusion

It is recommended that the existing 'No Stopping' prohibition from 8:00am to 9:00am, 11:30am to 12:30pm and 3:00pm to 4:00pm, Monday to Friday from September 1st to June 30th on the east side of Aberdeen Avenue between the north and south property limits of Immaculate Conception C.E.S. be removed.

Attachments

1. Extract from Council Meeting Minutes of June 26, 2012, Item 33, Report No. 29 of the Committee of the Whole.
2. Location Map
3. Extract from Council Meeting Minutes of January 28, 2008, Item 16, Report No. 1 of the Committee of the Whole.
4. Proposed No Stopping Prohibition Removal Detail

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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.)