

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 16, 2016

Item 3, Report No. 7, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on February 16, 2016.

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**NO PARKING PROHIBITION REVIEW
MARTIN GROVE ROAD
WARD 2**

The Committee of the Whole recommends approval of the recommendation contained in the following report of the Deputy City Manager of Public Works and the Director of Transportation Services, Parks & Forestry Operations, dated February 2, 2016:

Recommendation

The Deputy City Manager of Public Works and the Director of Transportation Services, Parks & Forestry Operations in consultation with the Director of Development, Engineering and Infrastructure Planning recommend:

1. That Council enact a By-law to add a 'No Stopping' prohibition from 7:00 am to 9:00 am, Monday to Friday, on the west side of Martin Grove Road between Highway 27 and Regional Road 7 and from 4:00 pm to 6:00 pm, Monday to Friday, on the east side of Martin Grove Road between Highway 27 and Regional Road 7.

Contribution to Sustainability

This report contributes to the goals and objectives within Green Directions Vaughan, The City's Community Sustainability and Environmental Master Plan, specifically:

Goal 3: To ensure that Vaughan is a city that is easy to get around with a low environmental impact.

Objective 3.2 "To develop and sustain a network of roads that supports efficient and accessible public and private transit".

Economic Impact

The cost associated with the installation of the 'No Stopping' signage has been included in the approved 2016 Operating Budget. The ongoing costs to maintain the signage will be incorporated into future year operating budgets.

Communications Plan

Not Applicable.

Purpose

The purpose of this report is to address Council's direction from the Committee of the Whole meeting held on September 2, 2014.

"That appropriate staff be directed to conduct a traffic flow study at appropriate locations along Martin Grove Road, to determine the nature and extent of the reported problem, and to report options might be pursued at some future time to address it."

Background – Analysis and Options

Martin Grove Road is a collector roadway with a 26.0 metre right-of-way and a 14.0 metre pavement width. The road is a four lane cross-section except for the section of Martin Grove

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Road between Centrepont Drive to north of Milano Avenue where the road reduces to a two lane cross-section. Sidewalks exist on both sides of the roadway. The road extends from Highway 27 to Steeles Avenue. The area is shown in Attachment No.1.

The resolution to City Council raised the resident's concerns of on-street parking on the subject section of Martin Grove Road that interfere with the orderly flow of traffic.

The traffic concerns recognized by the Member's Resolution are that the section of Martin Grove Road between Highway 27 to Regional Road 7 is adjacent to a largely residential community, with approximately 75% of this section of Martin Grove Road having residential driveways fronting onto the street. There are also several institutional uses along this section of Martin Grove Road including St. Angela Merici CES, Father Ermanno Bulfon Community Centre, and St. Peter's Catholic Church.

At times vehicles park on-street on Martin Grove Road that causes interruptions to the orderly flow of traffic for both northbound and southbound traffic lanes.

On May 19th and May 20th, 2015 staff undertook studies to review typical parking activity, noting operational concerns that arise due to vehicles parking in the curb lane.

Staff reviewed the traffic activity on two days during peak traffic hours to get a typical experience along Martin Grove Road.

Staff found minimal on-street parking was occurring during the peak morning and afternoon peak traffic hours. During afternoon observations, only three vehicles were noted parked on-street. However, traffic flow was impeded in these cases, as cars were observed aggressively speeding up and merging into the left most lane to get around parked vehicles.

An additional follow-up study was undertaken on July 16th, 2015 with fairly similar results as the study completed in May. The number of vehicles parked on-street during observations ranged from 6 to 15 vehicles. Again, where vehicles were parked, traffic flow was impeded.

Traffic Volumes on Martin Grove Road exceed Design Guidelines

Staff reviewed collected 24-hour traffic data collected at two locations on Martin Grove Road (south of Andrew Park Drive, and south of Woodbridge Avenue) and found that the volumes ranged from approximately 12,900 to 13,900 vehicles per day.

The Geometric Design Guide for Canadian Roads suggests a typical traffic volume of 10,000 to 12,000 vehicles per day for collector roads. The volumes collected on Martin Grove Road show that the volumes generally exceed this guideline. The high volumes suggest that free-flowing traffic would be served by eliminating parking activity during peak traffic times.

Adding a 'No Stopping' prohibition on Martin Grove Road during peak traffic hours 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. Adding a 'No Stopping' prohibition on Martin Grove Road will provide positive benefits that include:

- Reduction in delays during the weekday peak traffic times.
- Increase capacity for northbound and southbound traffic flows.

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- Improve operational safety by reducing potential for motor vehicle collisions (sideswipe collisions from lane changes, rear end collisions, and collisions involving parked vehicles)
- Permits more effective garbage collection pick-up activities, as well as street cleaning and snow removal activity.

The peak traffic flows are typically southbound during the morning times and northbound during the afternoon times. The proposed 'No Stopping' prohibition is for southbound traffic during the hours of 7:00am to 9:00am, Monday to Friday, and for northbound traffic during the hours of 4:00pm to 6:00pm, Monday to Friday.

This proposal would have the additional benefit of providing the opposite side of the street for parking for any displaced vehicles during peak periods. Parking would also be available for side street locations.

Staff will continue to monitor traffic operations on Martin Grove Road to evaluate the effectiveness of the proposed parking regulation amendments.

Relationship to Term of Council Service Excellence Strategy Map (2014-2018)

In consideration of the strategic priorities related to Term of Council Service Excellence Strategy Map (2014-2018), the recommended 'No Stopping' prohibition will improve traffic flow for drivers, thus promoting community safety, health and wellness.

Regional Implications

Not Applicable.

Conclusion

It is recommended to add a 'No Stopping' prohibition from 7:00 am to 9:00 am, Monday to Friday, on the west side of Martin Grove Road between Highway 27 and Regional Road 7 and from 4:00 pm to 6:00 pm, Monday to Friday, on the east side of Martin Grove Road between Highway 27 and Regional Road 7.

Attachments

1. Location Map

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, Ext. 6117
Adam Payler, Business Analyst, Ext. 6173

(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.)

COMMITTEE OF THE WHOLE – FEBRUARY 2, 2016

NO PARKING PROHIBITION REVIEW MARTIN GROVE ROAD WARD 2

Recommendation

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Report prepared by:

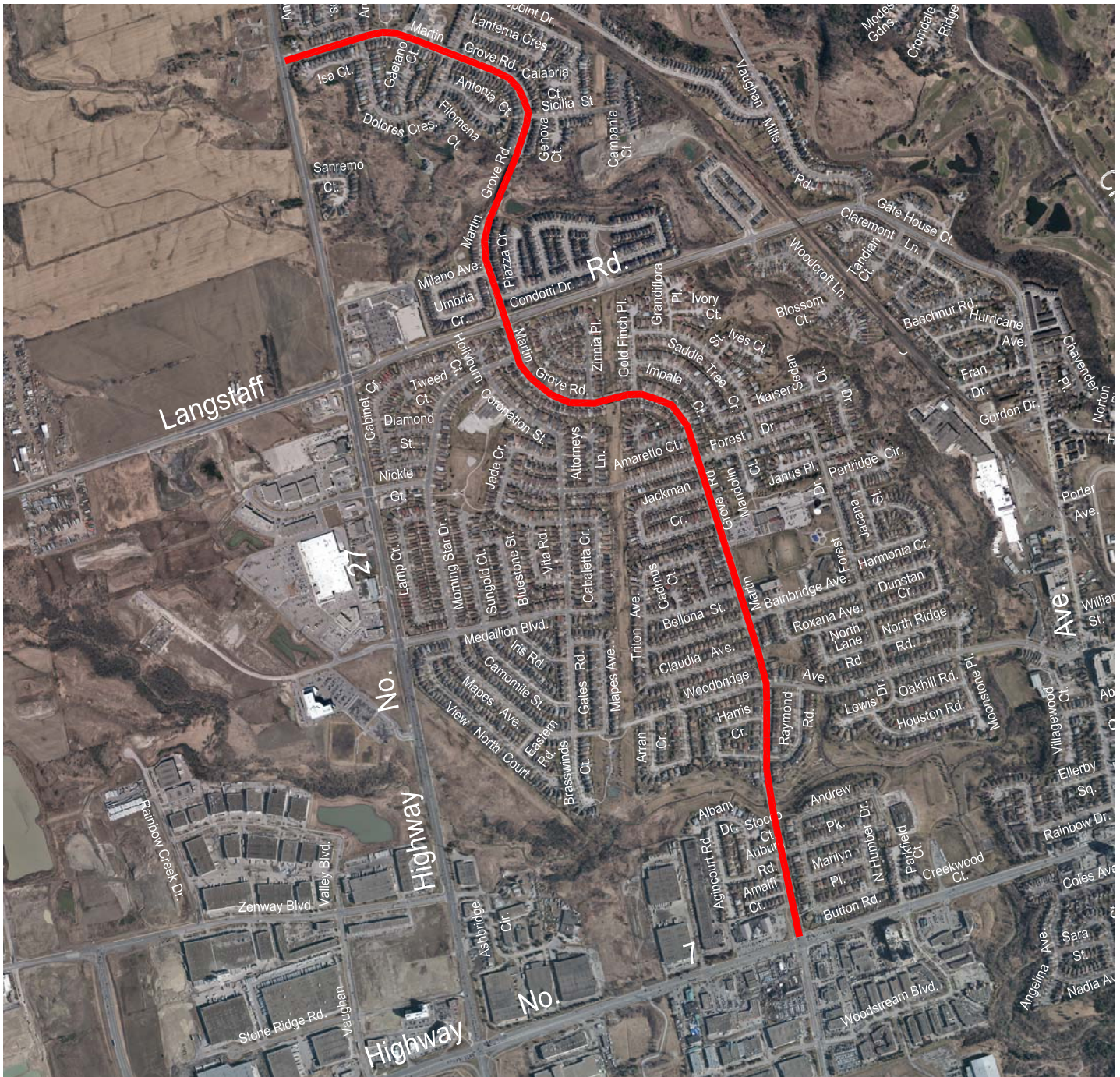
Mark Ranstoller, Senior Traffic Technologist, Ext. 6117
Adam Payler, Business Analyst, Ext. 6173

Respectfully submitted,

Paul Jankowski
Deputy City Manager of Public Works

Zoran Postic
Director of Transportation Services,
Parks and Forestry Operations

ATTACHMENT No. 1



TRAFFIC FLOW STUDY MARTIN GROVE ROAD BETWEEN REGIONAL ROAD 7 AND HIGHWAY 27 WARD 2

LEGEND

 ROAD UNDER REVIEW



NOT TO SCALE