

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 11, 2017

Item 8, Report No. 44 of the Committee of the Whole, which was adopted, as amended, by the Council of the City of Vaughan on December 11, 2017, as follows:

By approving the recommendation contained in the report of the Deputy City Manager of Public Works and the Director of Transportation Services, Parks and Forestry Operations, dated December 5, 2017.

8 TRAFFIC OPERATIONS REVIEW WOODBRIDGE AVENUE AND CLARENCE STREET WARD 2

The Committee of the Whole recommends that consideration of this matter be deferred to the Council meeting of December 11, 2017.

Recommendation

The Deputy City Manager of Public Works and the Director of Transportation Services, Parks and Forestry Operations, in consultation with the Director of By-law & Compliance, Licensing & Permit Services recommend:

1. That Council amend Schedule "A" Part 1 of Parking By-law 1-96, as amended, to add a parking prohibition on the north side of Woodbridge Avenue, anytime, from six (6) metres east and west of the access to 86 Woodbridge Avenue; and
2. That Council amend Schedule "F" Part 1 of Traffic By-law 284-94, as amended, to add an exclusive right turn lane for westbound traffic on Woodbridge Avenue and Clarence Street.

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 Parking signage, Right Turn Only signage and associated pavement markings are estimated to be \$500.00 and have been included in the approved 2017 Operating Budget. The on-going cost to maintain the signs will be incorporated in future year Operating Budgets.

Communications Plan

York Region police and parking enforcement officers will be informed of the outcome of Council's decision in this matter.

Purpose

The purpose of this report is to provide the findings of a traffic operations review of Woodbridge Avenue and to consider turn lanes and traffic signal timing improvements at the intersection of Woodbridge Avenue and Clarence Street in order to facilitate better flow of traffic, as per council direction at its meeting on January 24, 2017.

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Further, this report is to provide the findings of an assessment of the feasibility of implementing a parking prohibition on the north side of Woodbridge Avenue, anytime, from six (6) metres east and west of the access to 86 Woodbridge Avenue.

Background - Analysis and Options

A traffic study was requested for traffic operations at the intersection of Woodbridge Avenue and Clarence Street.

Woodbridge Avenue and Clarence Street are collector roads with sidewalks on both sides of each street. Woodbridge Avenue in the area of Clarence Street has one westbound and one eastbound lane and parking on both sides of the street. Clarence Street has one northbound and one southbound lane with traffic calming measures. Woodbridge Avenue has an average daily traffic volume of 8,600 vehicles west of Clarence Street and 11,300 vehicles east of Clarence Street. Clarence Street north of Woodbridge Avenue has an average daily traffic volume of 7,000 vehicles.

There are multiple businesses along Woodbridge Avenue west of Clarence Street including Market Lane shopping centre. There are also new residential uses including a new condominium building at 86 Woodbridge Avenue, located on the northwest corner of Woodbridge Avenue and Clarence Street. The intersection of Woodbridge Avenue and Clarence Street is a signalized intersection. A map of the area is shown in Attachment No. 1.

At the January 24th, 2017 Council meeting, Council directed staff to undertake a traffic operations study to assess the feasibility of the following:

1. The designation of a dedicated right-turn-only lane on westbound Woodbridge Avenue at Clarence Street;
2. An increase in the duration of the southbound green light on Clarence Street to facilitate better flow of traffic through this intersection on weekday mornings; and
3. The designation of an eastbound left-turn-only lane onto Clarence Street from Woodbridge Avenue.

In addition, staff have investigated concerns arising from residents at 86 Woodbridge Avenue for exiting the new condominium building onto Woodbridge Avenue west of Clarence Street.

A review of the feasibility of exclusive westbound right turn lane was conducted.

The westbound traffic lanes on Woodbridge Avenue are approximately 7.5 metres in width near Clarence Street, which is sufficient for two lanes of traffic. Observations have shown that the westbound traffic tends to already operate as two westbound lanes approaching Clarence Street. The curb lane is operating as a right turn lane due to heavy right turn volumes.

The existing lane markings indicate two lanes of traffic for westbound traffic with delineated parking spaces on the north side. An existing No Parking prohibition from 4:00pm to 6:00pm during the afternoon peak traffic is located on the north side of Woodbridge Avenue, as demand for westbound right turn volume is high.

The most recent turning movement data from April 2017 at this intersection showed the westbound right turn volume is about 560 vehicles during the afternoon peak hour and the westbound through traffic is 550 vehicles. The nearly 50/50 split of through traffic and right turn volumes demonstrates the current operations and the need for an exclusive right turn lane at this intersection for westbound traffic.

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Existing pavement markings on the north side delineate parking spaces starting approximately 30 metres east of Clarence Street or the equivalent of five vehicles length. This is sufficient for an exclusive right turn lane storage area.

A right-turn-only lane sign will be installed as well as accompanying right turn lane pavement marking arrows to clearly show the dedicated right turn lane.

A review of the feasibility of an exclusive eastbound left turn lane was conducted.

The eastbound left turn volume is relatively low at 21 vehicles during the morning peak hour and 70 vehicles during the afternoon peak hour. The eastbound traffic lanes on Woodbridge Avenue are approximately 7.6 metres in width near Clarence Street, which is sufficient for two lanes of traffic. As parking would not be permitted at the intersection, there is sufficient space for vehicles to pass the occasional left turning vehicle.

The south side of Woodbridge Avenue is signed as No Parking from 7:00 am to 9:00 am during the morning peak traffic as demand for eastbound through traffic is high during this time.

Modification of the left lane to an exclusive left turn lane would not be recommended as demand is low.

A review of the existing traffic signal timings was conducted to improve overall operations at the intersection

Staff used the latest traffic volumes at the intersection of Woodbridge Avenue and Clarence Street and traffic signal software to determine an appropriate timing modification to improve overall level of service.

The timing changes were implemented. Follow-up observations will be conducted to determine if any further fine-tuning of the signal timings will be required.

A review of the parking activity near the access to 86 Woodbridge Avenue was conducted

86 Woodbridge Avenue is a new condominium development on the northwest corner of Woodbridge Avenue and Clarence Street. The new condominium development has access via Woodbridge Avenue west of Clarence Street. New residents to the building have requested No Parking near the driveway access, citing visibility concerns when exiting the access.

Staff investigated and found that typical sight distance visibility is not achieved when vehicles park close to the access. Pavement marking lines currently delineate parking spaces both to the east and west of the access. The new development has increased traffic volumes at the access, prompting concerns from residents and a review of the existing parking spaces in the area of the access.

As a result of the traffic operations review of Woodbridge Avenue, a parking prohibition is proposed

Staff recommend parking prohibition and the installation of No Parking signs 6 metres east and west of the access to 86 Woodbridge Avenue. This will improve sight distance visibility and improve safety for both motorists and pedestrians. The prohibition will also allow for momentary pick-up and drop-off activities leading into the building.

Woodbridge Avenue Streetscape Plan

The Woodbridge Avenue Streetscape Plan is an initiative to revitalize the Woodbridge Avenue downtown core. Measures in this plan will include improvements for a more pedestrian friendly

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streetscape, increased tree plantings and on-street parking areas. These improvements will further enhance the area in front of 86 Woodbridge Avenue and along the entire Woodbridge Avenue.

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

In consideration of the strategic priorities related to the Term of Council Service Excellence Strategy Map (2014 – 2018), this report is consistent with the following Term of Council Priorities:

- Improve municipal road network; and
- Continue to ensure the safety and well-being of citizens.

Regional Implications

Staff consulted with the Region of York in regard to the operations of the Woodbridge Avenue and Islington Avenue intersection. Region of York staff report that the signal timings have been reviewed at this intersection. In 2016, signal timing modifications were applied to accommodate all approaches. As a result, no further signal timing changes can be applied as timing needs to be balanced for both Woodbridge Avenue and for Islington Avenue.

Conclusion

Modification to traffic signal timings at the intersection of Woodbridge Avenue and Clarence Street has been implemented. It is recommended that a westbound right turn lane, the necessary pavement markings and signage and parking prohibition be implemented at and near the intersection of Woodbridge Avenue and Clarence Street to improve overall traffic operations.

Attachment

1. Location Map

Report prepared by:

Mark Ranstoller, Senior Traffic Technologist, Ext. 6117
Margie Chung, Manager of Traffic Engineering, Ext. 6173
Rudi Czekalla-Martinez, Manager of Policy and Business Planning, Ext. 8782

(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.)

**TRAFFIC OPERATIONS REVIEW WOODBRIDGE AVENUE AND CLARENCE STREET
WARD 2**

Recommendation

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Margie Chung, Manager of Traffic Engineering, Ext. 6173

Rudi Czekalla-Martinez, Manager of Policy and Business Planning, Ext. 8782

Respectfully submitted,

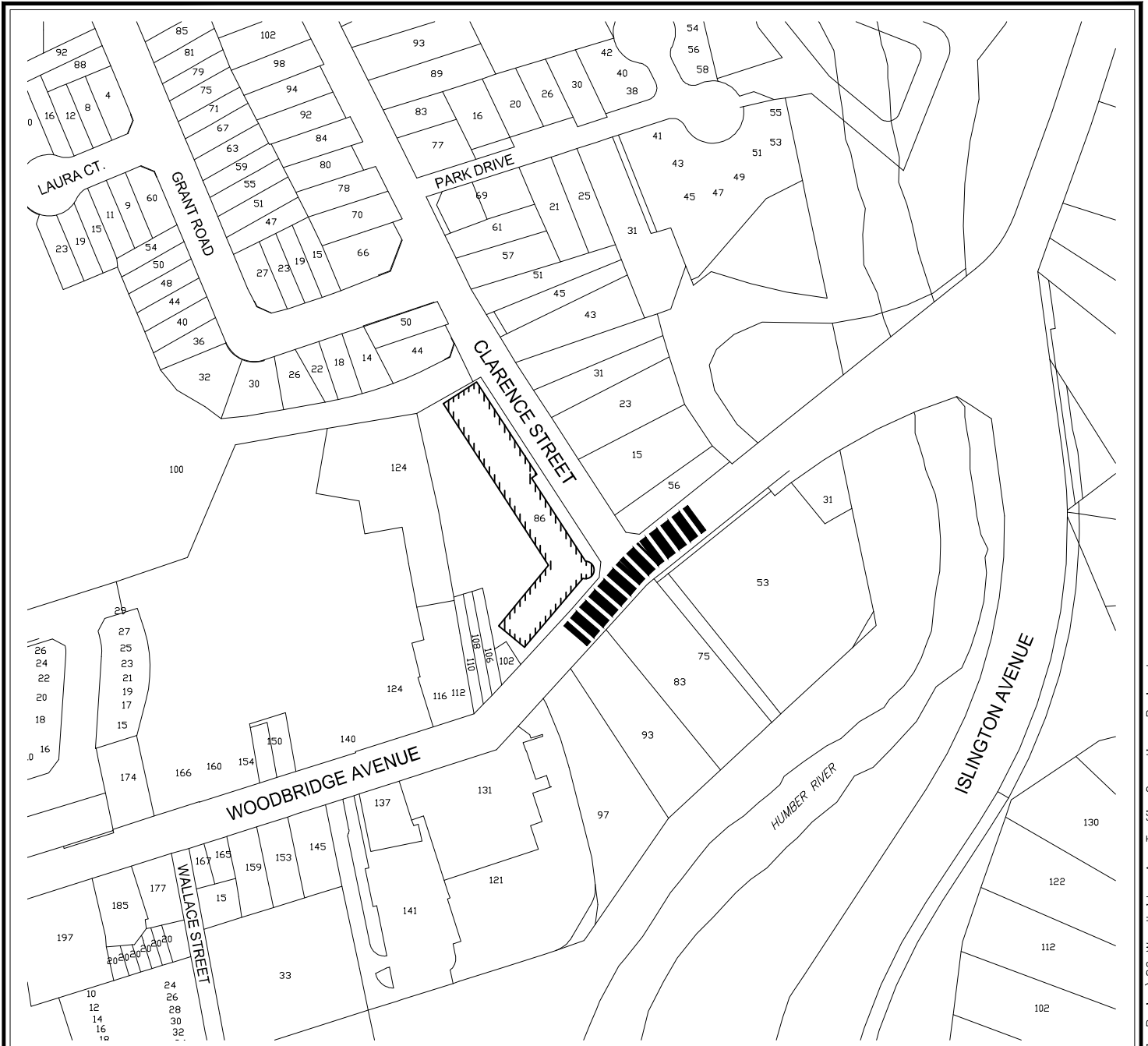
Stephen Collins, P.Eng.
Deputy City Manager of Public Works

Zoran Postic
Director of Transportation Services,
Parks & Forestry Department

Gus Michaels
Director of By law and Compliance, Licensing
and Permit Services

Margie Chung
Manager of Traffic Engineering

ATTACHMENT No. 1



TRAFFIC OPERATIONS REVIEW WOODBIDGE AVENUE and CLARENCE STREET WARD 2

LEGEND

 SUBJECT SITE



NOT TO SCALE