

8
TURN PROHIBITIONS
CENTRE STREET AND PROMENADE
TRANSIT TERMINAL ENTRANCE
CITY OF VAUGHAN

The Transportation and Works Committee recommends that Council adopt the recommendations contained in the following report dated November 28, 2008, from the Commissioner of Transportation Services.

1. RECOMMENDATIONS

It is recommended that:

1. The following restrictions (buses excepted) in the City of Vaughan be approved for implementation:
 - 1.1 A westbound left turn prohibition on Centre Street at the Promenade Transit Terminal access.
 - 1.2 A westbound and eastbound “u-turn” prohibition on Centre Street at the Promenade Transit Terminal access.
2. The Regional Solicitor prepare the necessary by-law.
3. The Regional Clerk forward this report to the Clerk of the City of Vaughan and the Chief of York Regional Police, with a request to enforce as their resources permit.

2. PURPOSE

This report is to obtain approval to implement a left turn restriction and a “u-turn” restriction (buses excepted) at Centre Street and the access to the Promenade Transit Terminal on the south side of Centre Street, west of North Promenade, in the City of Vaughan. In accordance with the *Highway Traffic Act*, a Regional by-law is required before any traffic restriction can be signed and enforced. A location plan is provided as *Attachment 1*.

3. BACKGROUND

The Promenade Transit Terminal is a York Region Transit (YRT) facility on the south side of Centre Street, west of Bathurst Street which functions as a passenger transfer point and bus turn around for YRT. The full moves access to the facility is situated

approximately 80 metres west of the signalized intersection of Centre Street and North Promenade, which is a private access to the Promenade Mall, located on the south-west corner of Bathurst Street and Centre Street. The signalized intersection of Centre Street and New Westminster Drive is located 300 metres west.

A centre median island has been constructed on Centre Street between the two signalized intersections of North Promenade/Disera Drive and New Westminster Drive. A break in this median island, at the entrance to the Promenade Transit Terminal, allows left-turns for YRT buses.

Recently, it has been observed this break in the median island is used by other vehicles to make “u-turns” on Centre Street. Staff received concerns from motorists regarding the potential safety concerns and frequency of these “u-turns”. It is not possible to physically restrict turns at this location and maintain access for buses; therefore, it is necessary to sign and by-law the turn prohibitions.

4. ANALYSIS AND OPTIONS

The function of a continuous centre median island is to limit access to right in/right out movements. Limiting access points to allow right in/right out movements is desirable because the potential conflict resulting from left turning movements to or from the access point is minimized, if not eliminated. Continuous centre median islands normally extend a minimum of 30 metres beyond an entrance and in some cases are continuous between accesses. The length of the centre median island is a key component to effectively control traffic movements.

At this location, the centre median island extends between two signalized intersections. In order to permit full access to the Promenade Transit Terminal on the south side of Centre Street a break in the median island has been provided. In light of the recently observed use of this break by other vehicles, it is now necessary to legally prohibit all vehicles, other than buses, from using this access and from making turning movements at this location.

5. FINANCIAL IMPLICATIONS

The cost of the signs to implement these turn restrictions is included in the 2009 Roads Operating budget.

6. LOCAL MUNICIPAL IMPACT

This proposed prohibition applies to Centre Street, which is a Regional road. Overall traffic operations on this section of Centre Street will be improved for all motorists,

including residents of the City of Vaughan. Staff of the City of Vaughan has been notified of these prohibitions and concur with the recommendations.

7. CONCLUSION

As part of a commercial development on the north side of Centre Street, at North Promenade/Disera Street, a centre median island was constructed. This median island is in the vicinity of the access to the Promenade Transit Terminal on the south side of Centre Street, west of North Promenade, in the City of Vaughan and was constructed to allow buses to enter and exit the YRT facility. In order to prevent misuse of this access by other vehicles, it is necessary for the Region to approve and implement the following turn restrictions (buses excepted):

- A westbound left turn prohibition on Centre Street at the Promenade Transit Terminal access
- A westbound and eastbound “u-turn” prohibition on Centre Street at the Promenade Transit Terminal access

In accordance with the *Highway Traffic Act*, a Regional by-law is required before any traffic restriction can be signed and enforced. The Regional Clerk should forward this report and the by-law to the Clerk of the City of Vaughan and to the Chief of York Regional Police.

For more information on this report, contact Paul Jankowski, General Manager, Roads, at extension 5901 in the Transportation Services Department.

The Senior Management Group has reviewed this report.

(The attachment referred to in this clause was included in the agenda for the January 7, 2009 meeting.)