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“TURN CONTROL” BYLAW REVISIONS ON REGIONAL ROADS

The Transportation Services Committee recommends the adoption of the recommendations contained in the following report dated September 5, 2012, from the Commissioner of Transportation and Community Planning.

1. RECOMMENDATIONS

It is recommended that:

1. The westbound to eastbound U-turn restriction be removed from Pefferlaw Road (Y.R. 21), between 100 metres and 230 metres west of Main Street in the Town of Georgina.
2. The eastbound to westbound U-turn restriction be removed from Pefferlaw Road (Y.R. 21), between 100 metres and 230 metres west of Main Street in the Town of Georgina.
3. The northbound right turn restriction be removed from McCowan Road (Y.R. 67) at Southdale Drive in the City of Markham.
4. The westbound left turn restriction be removed from McCowan Road (Y.R. 67) at Southdale Drive in the City of Markham.
5. The eastbound left turn restriction be removed from 16th Avenue (Y.R. 73) between Woodbine Avenue (Y.R. 8) and 40 metres east thereof, in the City of Markham.
6. The westbound left turn restriction be removed from Davis Drive (Y.R. 31) at Wilstead Drive in the Town of Newmarket.
7. The northbound left turn restriction be removed from Keele Street (Y.R. 6) from 75 metres north of Rutherford Road (Y.R. 73) and 50 metres north of Dina Road in the City of Vaughan.
8. The eastbound left turn restriction be removed from Rutherford Road (Y.R. 73) at the C.P.R. Intermodal Yard driveway in the City of Vaughan.
9. The northbound left turn restriction be removed from Ninth Line (Y.R. 69) at Main Street in the Town of Whitchurch-Stouffville.

10. The northbound through restriction be removed from Ninth Line (Y.R. 69) at Main Street in the Town of Whitchurch-Stouffville.
11. The Regional Solicitor prepares the necessary bylaws.
12. The Regional Clerk circulate this report to the Clerks of the local municipalities and to the Chief of York Regional Police.

2. PURPOSE

The purpose of this report is to remove 10 “Turn Control” restrictions on the Regional road network that are no longer required due to changes in traffic patterns, environmental conditions and road geometry.

3. BACKGROUND

Turning movements on Regional Roads are permitted, subject to controls in the Highway Traffic Act and York Region Turning Movement Bylaw No. R-393-76-66

Turning movements such as right turns, left turns and U-Turns can be restricted through the implementation of a municipal bylaw. Section 35 of the Municipal Act stipulates that “a municipality may pass bylaws removing or restricting the common law right of passage by the public over a highway and the common law right of access to the highway by an owner of land abutting a highway.”

In addition, U-Turns are regulated through Section 143 of The Highway Traffic Act, which stipulates that “no driver or operator of a vehicle upon a highway shall turn the vehicle so as to proceed in the opposite direction when,

- (a) Upon a curve where traffic approaching the vehicle from either direction cannot be seen by the driver of the vehicle within a distance of 150 metres;
- (b) On a railway crossing or within 30 metres of a railway crossing;
- (c) Upon an approach to or near the crest of a grade where the vehicle cannot be seen by the driver of another vehicle approaching from either direction within 150 metres; or
- (d) Within 150 metres of a bridge, viaduct or tunnel where the driver’s view is obstructed within such distance.”

Buses are exempt from all “Turn Control” Bylaws in York Region

In 1987, the Region enacted and passed bylaw No R-393(h)-87-116 to amend its existing bylaw, stipulating that “Schedule "A" to Bylaw No. R-393-76-66 does not apply to a bus operated by or on behalf of a municipal corporation.”

“Turn Control” restrictions are implemented on Regional roads in order to address safety concerns

Controlling the different types of turning movements can eliminate conflicts between turning vehicles and pedestrians as well as turning vehicles and opposing traffic, to increase safety.

In some cases, turn restrictions have been used to mitigate traffic infiltration on to local residential streets. Preventing the natural distribution of traffic however, compels motorists to use alternative routing, which can involve longer travel time distance. This creates undue strain and traffic congestion on the regional road network. As such, a turn restriction implemented at one location merely moves the traffic to another location. A “Turn Control” bylaw must be generally acceptable to motorists or heavy enforcement will be required to obtain reasonable compliance.

4. ANALYSIS AND OPTIONS

As part of ongoing monitoring of roadways, Staff has identified 10 restrictions that are no longer required

The 10 “Turn Control” restrictions on Regional Roads identified in this report are no longer required due to changes in traffic patterns, environmental conditions and road geometry. Therefore, staff recommend removing the “Turn Control” restrictions on the Regional road network listed in *Table 1*.

These locations do not have “Turn Control” signs and are therefore, currently not enforced. The absence of signs is attributed to not being replaced after road improvements have been implemented. Because the turn restrictions are not currently signed, amending the “Turn Control” bylaw to remove these locations will have no operational impact.

Table 1
Proposed "Turn Control" Bylaw Restrictions to be Removed

Road	Section	Bylaw	Signs Present
<i>Town of Georgina</i>			
Pefferlaw Road	100 metres west of Main Street to 230 metres west of the west limit of Main Street	No U-Turns, westbound to eastbound Anytime	No
Pefferlaw Road	100 metres west of Main Street to 230 metres west of the west limit of Main Street	No U-Turns, eastbound to westbound Anytime	No
<i>City of Markham</i>			
McCowan Road	At Southdale Drive	No northbound right turns Anytime	No
McCowan Road	At Southdale Drive	No westbound left turns Anytime	No
16th Avenue	40 metres east of Woodbine Avenue (YR 8)	No eastbound left turns Anytime	No
<i>Town of Newmarket</i>			
Davis Drive	At Wilstead Drive	No westbound left turns 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. Monday - Friday 6:00 to 10:00 p.m. Thursday - Friday all day Saturday	No
<i>City of Vaughan</i>			
Keele Street	75 metres north of Rutherford Road (YR 73) to 50 metres north of Dina Road	No northbound left turns Anytime	No
Rutherford Road	At the C.P.R. Intermodal Yard driveway	No eastbound left turns Anytime	No
<i>Town of Whitchurch-Stouffville</i>			
Ninth Line	At Main Street (Y.R.69)	No northbound through movements 4:00 - 6:00 p.m. Monday - Friday 8:00 - 6:00 p.m. Saturday	No
Ninth Line	At Main Street (Y.R.69)	No northbound left turns 4:00 - 6:00 p.m. Monday - Friday 8:00 - 6:00 p.m. Saturday	No

5. FINANCIAL IMPLICATIONS

The costs associated with staff review time are included within the 2012 Transportation and Community Planning Budget.

6. LOCAL MUNICIPAL IMPACT

The recommended “Turn Control” revisions relate to the Regional road system. Local municipal staff has been advised of the proposed “Turn Control” changes within this report and they have indicated their support.

7. CONCLUSION

Regional staff has initiated a review of the existing “Turn Control” bylaw restrictions on several road sections as described within this report. These restrictions are no longer required due to changes in traffic patterns, environmental conditions and road geometry.

Therefore, the Regional Solicitor should prepare the necessary bylaws and the Regional Clerk should circulate a copy to the Towns of Georgina, Newmarket and Whitchurch-Stouffville, the Cities of Markham and Vaughan and to the Chief of York Regional Police.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at extension 5226.

The Senior Management Group has reviewed this report.