

Clause 3 in Report No. 2 of Committee of the Whole was adopted, without amendment, by the Council of The Regional Municipality of York at its meeting held on February 15, 2018.

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U-Turn Restrictions

Committee of the Whole recommends adoption of the following recommendations contained in the report dated January 18, 2018 from the Commissioner of Transportation Services:

1. Council delegate authority to the Commissioner of Transportation Services to implement U-turn restrictions to improve traffic operations and safety for all travellers.
2. Council delegate authority to the Commissioner of Transportation Services to remove U-turn restrictions where, in the opinion of the Commissioner, they are no longer required.
3. The Regional Clerk be authorized to amend the schedule to the U-turn restriction bylaw to reflect any decisions made by the Commissioner of Transportation Services under delegated authority.
4. The Regional Clerk circulate this report to the Chief of York Regional Police.
5. The Regional Solicitor prepare the necessary bylaw.

Report dated January 18, 2018 from the Commissioner of Transportation now follows:

1. Recommendations

It is recommended that:

1. Council delegate authority to the Commissioner of Transportation Services to implement U-turn restrictions to improve traffic operations and safety for all travellers.
2. Council delegate authority to the Commissioner of Transportation Services to remove U-turn restrictions where, in the opinion of the Commissioner, they are no longer required.

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3. The Regional Clerk be authorized to amend the schedule to the U-turn restriction bylaw to reflect any decisions made by the Commissioner of Transportation Services under delegated authority.
 4. The Regional Clerk circulate this report to the Chief of York Regional Police
 5. The Regional Solicitor prepare the necessary bylaw.
2. Purpose

This report recommends Council delegate authority to the Commissioner of Transportation Services to implement or remove U-turn restrictions to improve traffic operations and safety.

3. Background

The Region was requested to implement a U-turn restriction on Major Mackenzie Drive west of Dufferin Street

In July 2017, a request to implement a U-turn restriction on Major Mackenzie Drive west of Dufferin Street, in the City of Vaughan, was received. Following staff review, this request was denied.

On October 5, 2017, Committee of the Whole received a deputation by Councillor Iafrate, on behalf of the Mackenzie Ridge Ratepayers Association, regarding a second request to implement a U-turn restriction on Major Mackenzie Drive west of Dufferin Street, in the City of Vaughan. This deputation was referred to staff to report back to Council.

A second review was completed in late October identifying a higher volume of traffic. The difference in volume counts was likely due to lower traffic volumes during summer months. In future, the Region may defer data collection, including general observations, received during the summer to the fall. This may delay responses but may provide for increased accuracy.

The subsequent review has identified the potential for traffic operational concerns with higher volumes of traffic along Major Mackenzie Drive and U-turn movements. Should the recommendations for delegated authority in this report be approved, a U-turn restriction at this location would be approved under the provisions of this delegation.

U-turn Restrictions

In accordance with the *Highway Traffic Act*, U-turn movements are only restricted under certain conditions

By default, U-turn movements are legally permitted. However, the *Highway Traffic Act* stipulates the following conditions where they are prohibited:

- 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
- On a railway crossing or within 30 metres of a railway crossing
- 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
- Within 150 metres of a bridge, viaduct or tunnel where the driver's view is obstructed within such distance

The intent of these conditions is to avoid situations where a U-turn movement could negatively impact traffic operations and compromise the safety of motorists approaching in either direction.

U-turn movements are a valuable access management tool

To provide options for improved accessibility, the Region typically avoids implementing turning and vehicle-type restrictions on its road system.

U-turn movements can allow access to properties where physical barriers or vehicle queues prevent left turning movements along a corridor. Bus rapidways are an example where U-turn movements are signed and permitted at signalized intersections to provide motorists access to properties that are inaccessible due to transportation infrastructure. However, there are instances where U-turns may negatively impact traffic operations and traveller safety.

The *Municipal Act, 2001* permits delegation of certain powers and duties of Council, subject to conditions

Section 23.1 of the *Municipal Act, 2001* permits municipalities to delegate their powers and duties, subject to certain restrictions, depending on the nature and scope of the delegation. A delegation may be made to members of Council, committees, individuals appointed by Council or Regional staff, and may be subject to conditions that Council considers appropriate. In 2015, under this provision, Council delegated authority to the Commissioner of Transportation Services to implement load restrictions on Regional roads, thereby eliminating the need for Council approval in each case. In 2017, Council also delegated

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authority to the Commissioner to implement and remove, as appropriate, right turn on red restrictions. In both cases, the Regional Clerk was authorized to amend the schedule to the respective bylaws to maintain an official record of the Commissioner's decisions.

4. Analysis and Implications

A bylaw is required to restrict U-turn movements above and beyond the conditions of the *Highway Traffic Act*

In addition to the provisions of the *Highway Traffic Act*, it may be necessary to implement U-turn restrictions at specific locations to improve traffic operations and traveller safety, where:

- Insufficient space is available to complete a U-turn movement
- Sight distance of the U-turning or approaching vehicles is limited
- The occurrence of U-turns is frequent enough to significantly impact traffic flow or traffic operations
- A pattern of collisions is identified involving U-turn movements

U-turn restrictions could be implemented on a temporary or permanent basis and could be in effect 24-hours a day, seven days a week, or for specific days and times only. A bylaw is required before a U-turn restriction can be enforced on a Regional road.

Delegated authority is requested to implement or remove U-turn restrictions

To be more responsive to traffic operations and traveller safety, delegated authority is requested for the Commissioner of Transportation Services to implement and remove U-turn restrictions on Regional roads as required. This would improve efficiency for staff, reduce administrative effort on Council and allow staff to react more quickly to operational and safety concerns. Enactment of a bylaw providing for the delegation and setting out the criteria to be applied is required.

To ensure appropriate records are maintained, it is recommended the Commissioner formally advise the Regional Clerk of any decisions made under the delegated authority and that the Regional Clerk be directed to amend the schedule to the bylaw governing U-turn restrictions and to notify York Regional Police of the amendments.

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Council may continue to receive deputations to review U-turn assessments

Citizens may appear at any public meeting of Council or a Committee and present a deputation to request a U-turn restriction, or request results of a previous assessment be reconsidered. Council may refer the deputation to staff for review or to exercise their powers to approve or deny the request.

Promoting safety of the Regional road network supports Vision 2051

This report supports Vision 2051 by responding to the needs of our residents and promoting safety on York Region roads through effective policing, education and sensitive design.

5. Financial Considerations

Costs to implement or remove U-turn restrictions will be included as required in the annual Transportation Services Operating Budget.

6. Local Municipal Impact

Local municipal staff will be consulted on a case by case basis when considering implementing or removing U-turn restrictions at locations under the Region's jurisdiction.

7. Conclusion

Generally, U-turn movements are legally permitted. The *Highway Traffic Act* does, however, stipulate certain conditions where they are prohibited, as outlined within this report. In addition to the provisions of the Highway Traffic Act, U-turn restrictions may be implemented at specific locations to improve traffic operations and traveller safety.

As permitted under the *Municipal Act, 2001*, Council may delegate certain powers and duties to Regional staff to promote efficiencies in managing daily business.

Delegated authority is requested for the Commissioner of Transportation Services to implement U-turn restrictions to improve traffic operations and safety for all travellers, or remove U-turn restrictions that are no longer required. The

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Commissioner would formally advise and direct the Regional Clerk to amend the schedule to the bylaw governing U-turn restrictions and to notify York Regional Police of the amendments.

For more information on this report, please contact Joseph Petrunaro, Director, Roads and Traffic Operations, at 1-877-464-9675 ext. 75220.

The Senior Management Group has reviewed this report.

January 18, 2018

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