



## STAFF REPORT ACTION REQUIRED

### Proposed U-Turn Prohibition – Canadian Road east of Warden Avenue

<b>Date:</b>	January 20, 2009
<b>To:</b>	Scarborough Community Council
<b>From:</b>	Director, Transportation Services, Scarborough District
<b>Wards:</b>	Ward 37 – Scarborough Centre
<b>Reference Number:</b>	P:\2009\Cluster B\TRA\Scarborough\sc09010 D08-2911716 Canadian Road U-Turn Prohibition

#### SUMMARY

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This staff report is about a matter for which the Community Council does have delegated authority from City Council to make a final decision.

The purpose of this report is to obtain approval for the installation of a U-Turn Prohibition and associated signage on Canadian Road from Warden Avenue to 170 metres further northeast.

Traffic studies reveal that a U-Turn Prohibition is warranted.

#### RECOMMENDATIONS

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**Transportation Services, Scarborough District, recommends that Scarborough Community Council:**

1. Approve the installation of a U-Turn Prohibition on Canadian Road from Warden Avenue to 170 metres further northeast, as identified in Appendix 1 of this report.
2. Pass or amend the appropriate by-law(s) accordingly.

#### Financial Impact

The financial cost of installing the appropriate signage is approximately \$1,000.00. Funding for the signs is available in the Transportation Services 2009 Operating Budget, within Cost Centre TP0397.

## ISSUE BACKGROUND

Further to a request from Councillor Michael Thompson, Transportation Services staff reviewed the feasibility of installing a U-Turn Prohibition on Canadian Road east of Warden Avenue in the vicinity of a retail outlet driveway.

## COMMENTS

The following characteristics describe the area and land use on Canadian Road east of Warden Avenue:

- Canadian Road is an east-west collector roadway with a 50 km/h speed limit and a daily traffic volume of approximately 4,000 vehicles per day, (vpd).
- Canadian Road extends from Warden Avenue to Birchmount Road.
- Canadian Road forms a T-type intersection at Warden Avenue, and this intersection is controlled by traffic signals.
- Canadian Road forms a T-type intersection at Birchmount Road, and this intersection is stop controlled.
- The land use on Canadian Road is predominately commercial/industrial with a big box retail outlet located on the south side of Canadian Road extending eastward towards Principal Road.
- A right-in and right-out access driveway for this big box outlet is located approximately 45 metres east of Warden Avenue.
- A centre median on Canadian Road extends from Warden Avenue eastward for approximately 66 metres.
- Patrons of the big box outlet attempting to gain westly egress from this outlet have been frequently observed making a right-turn followed by a U-Turn around the end of the median posing a potential traffic hazard.

## U-Turn Observation Study

Transportation Services staff conducted a U-Turn Observation Study in the vicinity of the big box outlet right-in, right-out access driveway. Using traffic volumes recorded over the peak usage hours of a typical weekday (Thursday, September 18, 2008), the following results were obtained:

Time Period	Total Right –Turning Vehicles out of Big Box Outlet Driveway	Number & Percentage of Right-Turns from Driveway Performing U-Turn	Number of Vehicles Performing U-Turn and Obstructing Other Vehicles
11:30 a.m. – 12:30 p.m.	37	21 (57%)	2
4:30 p.m. – 5:30 p.m.	31	14 (45%)	0
2 Hour Total	68	35 (51%)	2

As outlined in the above table, over 50 % of all drivers exiting the subject right-in and right-out driveway were destined to Warden Avenue by making a U-Turn.

### **Collision History**

A review of the Toronto Police Service collision records for the five-year period ending December 31, 2007 revealed the following history:

Five-Year Collision Information	Number of Reported Collisions					
	2003	2004	2005	2006	2007	Total
Total Collisions	1	2	0	4	1	8
Collisions Involving U-Turns at Median	0	0	0	4	0	4

In summary, studies indicate that there is sufficient collision hazard concern to justify the installation of a U-Turn Prohibition.

It should be noted that the physical prohibition of U-Turns through an extended median is not feasible due to the narrow width of the road pavement through this area.

Accordingly, the resultant No U-Turn Prohibition and associated signage is expected to improve safety for all road users by minimizing vehicular conflicts.

### **CONTACT**

Marko A. Oinonen, P.Eng.  
Manager, Traffic Operations, Scarborough District  
Tel: 416-396-7148  
Fax: 416-396-5641  
E-Mail: moinone@toronto.ca

### **SIGNATURE**

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Peter J. Noehammer, P.Eng.  
Director, Transportation Services, Scarborough District

FJB:ca

### **ATTACHMENTS**

1. Appendix 1 – By-law Amendment (enact)
2. Location Plan (Proposed No U-turns (Canadian Road from Warden Avenue to a point 170 metres further northeast))

Appendix 1

“Prohibited Turns”  
Regulation to be Enacted

(In Column 1) Intersection or Portion of Highway	(In Column 2) Direction	(In Column 3) Turns Prohibited	(In Column 4) Times or Days
Canadian Road from Warden Avenue to a point 170 metres further northeast	Eastbound	U-Turn	Anytime