



**STAFF REPORT
ACTION REQUIRED**

International Boulevard – U-Turn Prohibitions

Date:	December 8, 2008
To:	Etobicoke York Community Council
From:	Director, Transportation Services - Etobicoke York District
Wards:	Ward 2 – Etobicoke-North
Reference Number:	p:\2009\Cluster B\TRA\EtobicokeYork\eycc090001-to

SUMMARY

The purpose of this report is to propose an extension of the U-turn prohibition for eastbound traffic on International Boulevard between Carlingview Drive and a point 153.0 metres east of Carlingview Drive.

To address safety concerns at the signalized intersection of Carlingview Drive and International Boulevard/Renforth Drive, created by a very large number of U-turning vehicles in this congested area, a report was presented to Etobicoke York Community Council in May 2007. This report recommended that U-turns be prohibited for eastbound motorists on International Boulevard and northbound motorists on Carlingview Drive east and north of the intersection respectively. The appropriate signs have since been installed, however, in this report we are recommending that the area that this prohibition covers be extended on International Boulevard as many motorists now are performing the movement further to the east.

Since the Toronto Transit Commission (TTC) operates a transit service on International Boulevard, City Council approval of this report is required. TTC staff have been consulted on the proposed U-turn prohibition and have not objected to the proposal.

RECOMMENDATIONS

Transportation Services recommends that City Council approve:

1. Rescinding the U-turn prohibition anytime for eastbound traffic on International Boulevard between a point 30.5 metres east of Carlingview Drive and a point 100.0 metres east of Carlingview Drive.

2. A U-turn prohibition anytime for eastbound traffic on International Boulevard between a point 30.5 metres east of Carlingview Drive and a point 153 metres east of Carlingview Drive.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division Budget	\$300.00

ISSUE BACKGROUND

Transportation Services received complaints from motorists regarding the signing of the U-turn prohibitions, specifically eastbound on International Boulevard. The Toronto Police Service has been providing enforcement of the U-turn prohibitions at both the first and second opening of the islands on International Boulevard which has resulted in confusion as to the limits of the U-Turn prohibition. A map of the area is Attachment No.1.

COMMENTS

The intersection of Carlingview Drive and International Boulevard/Renforth Drive is located in the area just north of Highway No. 401 and immediately east of Highway No. 427. The south terminus of Carlingview Drive becomes Highway No. 401 on and off ramps. The signalized intersection of Renforth Drive and Silver Dart Drive is located approximately 160.0 metres to the west. The surrounding area is mainly comprised of commercial/industrial properties with Pearson Airport located to the west of Highway No. 427. The TTC provides bus service on Renforth Drive, Carlingview Drive and International Boulevard.

The U-turn prohibitions were installed in the fall of 2007 to address concerns regarding the number of U-turns occurring near the intersection. Studies conducted prior to the installation of the U-turn prohibition (8:00 a.m. to 9:00 a.m.) revealed a total of 180 U-turns on International Boulevard immediately east of the intersection. We observed as many as five motorists performing these U-turns at a time, and the vehicles would block the left turn lane and delay motorists who were turning left into the business on the northeast corner of Carlingview Drive and International Boulevard/Renforth Drive.

In addition, 62 vehicles were observed making U-turns just north of the intersection on Carlingview Drive to proceed southbound and then to turn right heading west on Renforth Drive prior to signs being installed.

These U-turns were being performed to avoid the northbound left turn delays during the morning peak. Despite the delay, 563 vehicles do complete the northbound to westbound left turns in this peak hour. From our observations, most of these vehicles are exiting Highway No. 401 in an attempt to access either the airport, or the office towers south of the airport.

As follow-up, a one hour study (8:00 a.m. to 9:00 a.m.) has been conducted to determine the existing traffic movements on International Boulevard with the “No U-turn” signs installed. Our study revealed that eight motorists performed a U-turn at the first island opening on International Boulevard and 200 motorists performed a U-turn at the second island opening on International Boulevard, which resulted in a queue of eight motorists waiting to perform this turn.

Extension of the U-turn prohibition to also include the second island opening in International Boulevard will clearly indicate to both motorists and the officers doing the enforcement in the area that it is prohibited and will further eliminate congestion in the area of the intersection of Carlingview Drive and International Boulevard.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment No. 1: Map (Location Plan)