

COMMITTEE OF THE WHOLE - DECEMBER 3, 2007

TRAFFIC OPERATION AT THE INTERSECTION OF DUFFERIN AND CENTRE STREETS

Recommendation

Councillor Sandra Yeung Racco recommends:

That the Region of York be requested to work with the Ministry of Transportation to review the operation of this intersection and to reduce the northbound dual left turn to a single left turn and to implement a southbound dual left turn so as to improve the operation of this intersection.

Economic Impact

As the Dufferin Street and Centre Street intersection and connecting roadways are under the jurisdiction of the Region of York and the Ministry of Transportation, any revisions should be made at no cost to the City of Vaughan.

Communications Plan

None required at this time.

Purpose

To initiate improvements to the operation of the Dufferin and Centre Street intersection.

Background - Analysis and Options

This intersection currently provides a dual lane northbound to westbound left turn phase which operates simultaneously with a single lane southbound to eastbound left turn phase. Observations at the intersection have shown that the southbound left turn queue is extensive and is frustrating to drivers. Although the southbound left turn phase has been increased in length to the maximum that would not adversely affect the intersection operation, the delay to motorists during peak hours is not acceptable.

The Region of York has advised that the intersection is under the jurisdiction of the Ministry of Transportation and any changes to the intersection must be reviewed and completed by the Province. In response to a previous request, the MTO has advised that the intersection is not wide enough to permit both northbound and southbound dual left turns to occur simultaneously. Since the current intersection geometry cannot accommodate dual left turn movements together, separated signal phases would be required for opposing dual left turns. The MTO's signal analysis shows that implementing separated phases would degrade the efficiency of the intersection and increase the delay to traffic.

Although implementing a dual southbound left turn would require reconstruction of the intersection, it is expected that substitution of a southbound dual left in place of the northbound dual left would reduce the amount of reconstruction required. The northbound dual left does not appear to be as necessary as the southbound dual left and a northbound single left turn lane would suffice.

Relationship to Vaughan Vision 2007

This report is consistent with Vaughan Vision 2007 so as to promote community safety, health

and wellness, promote economic development and plan and manage growth.

Regional Implications

As implementation of a southbound dual left would require some widening on Centre Street at the intersection, there would be some Regional cost involved.

Conclusion

The implementation of a dual southbound left turn phase and reducing the northbound dual left to a signal left would reduce the delay to southbound traffic on Dufferin Street and improve the operation of the Dufferin/Centre Street intersection.

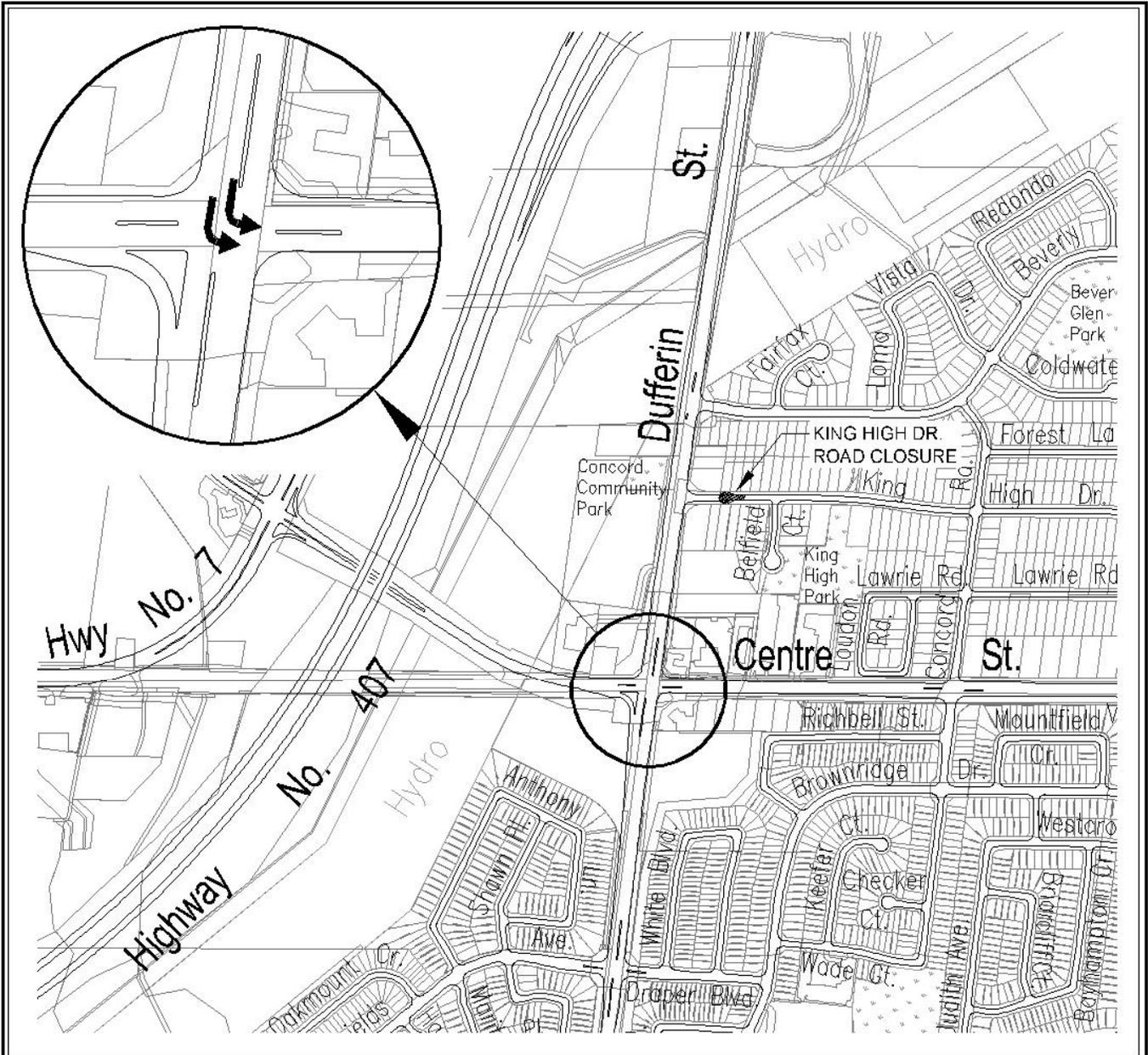
Attachments

1. Area Road Network

Respectfully submitted,

Sandra Yeung Racco
Councillor, Ward 4

ATTACHMENT No. 1



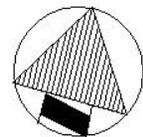
DUFFERIN STREET & CENTRE STREET PROPOSED DOUBLE LEFT TURN LANE

LOCATION : Part of Lots 30 & 31,
Concession 2 & 3

LEGEND



SUBJECT INTERSECTION



NOT TO SCALE