

COMMITTEE OF THE WHOLE – NOVEMBER 7, 2005

ANSLEY GROVE ROAD AND PINEDALE GATE U-TURN CONCERNS

Recommendation

The Commissioner of Engineering and Public Works recommends:

That York Region Police be requested to continue enforcement and increase surveillance of the existing 'No U-Turn' prohibition signs at the intersection of Ansley Grove Road and Windflower Gate/Pinedale Gate.

Economic Impact

Not Applicable.

Purpose

To review the feasibility of three possible solutions to prevent U-Turning vehicles from entering Pinedale Gate in order to drive back to the Shoppers Drug Mart plaza at the northwest corner of Highway 7 and Ansley Grove Road, as offered by York Regional Police.

Background - Analysis and Options

At its meeting on September 12, 2005 Council directed:

“That the Engineering Department review the recommendations brought forth by York Regional Police regarding illegal U-Turns at the entrance to the Pinedale Gate community.”

Ansley Grove Road is a major collector roadway with a 26.0 m right-of-way and a reduced posted speed limit of 40 km/h. Pinedale Gate is a private roadway for access into the Pinedale Gate community and Windflower Gate is a local roadway with a 21.0 m right-of-way. The intersection of Ansley Grove Road and Pinedale Gate/Windflower Gate is under existing traffic signal control. There are existing 'No U-Turn' signs installed at this intersection already. The area is shown on Attachment No. 1.

The York Regional Police have offered three possible solutions to U-Turning vehicles at Pinedale Gate in the September 12, 2005 Council report as follows:

- 1. Sign posted that states 'Local Traffic Only'. Under the Highway Traffic Act, police can enforce 'Disobey Sign' which is a \$110.00 fine; the only problem is that police can't be there all the time to enforce it, so there will be people still turning into the lot or making U-Turns.**
- 2. Allow access into the pharmacy by creating an entrance from Ansley Grove Road; the problem is the traffic from Highway 7 will cause congestion thus resulting in more accidents.**
- 3. Gate off the front entrance to Pinedale Gate and have only the people who reside in that community to enter with a 'swipe' or 'wand' card; this would definitely work but it would be very costly.**

Solution 1 – The installation of 'Local Traffic Only' signs are not part of the Highway Traffic Act (HTA) or the Ontario Traffic Manual and do not have any legal authority. Installation of 'Local Traffic Only' signs would be a suggestive measure only for traffic and is not enforceable. 'Local

Traffic Only' signs are advisory signs only. The existing 'No U-Turn' prohibition signs are enforceable by York Region Police at the intersection.

Solution 2 - A new inbound access for northbound traffic cannot be feasibly accommodated with a break in the existing centre median on the north leg of Ansley Grove Road and Highway 7. The proposed access would create safety and operational issues for northbound cars turning left into the new access, and southbound cars in the left and through lanes approaching Highway 7. The proposed left turn access would also be too close to Highway 7 creating safety issues as traffic could potentially queue into the intersection. In 2003, an earlier request was received and both the City of Vaughan and the Region of York opposed the introduction of a left-in access on Ansley Grove Road for these reasons.

Solution 3 - The installation of an electronic gate permitting access for residents of Pinedale Gate only would be the sole responsibility of the Condominium property owners. Installation of a gate would prevent U-Turning vehicles from entering the Condominium property, but would not prevent traffic from U-Turning on the City-owned portion of the access. This solution would be beneficial to eliminate those motorists traveling into the site, however, it would be the responsibility of the property owner.

Additionally, staff conducted observations of U-Turn movements (northbound to southbound) at the intersection of Ansley Grove Road and Windflower Gate/Pinedale Gate on July 19, 2005 and on August 4, 2005 from 11:30-12:30pm and from 4:00-5:00pm on both days. The following table summarizes U-Turn activity observed.

Study Times	# of U-Turns Observed
July 19, 2005 11:30-12:30pm (Tuesday)	5
July 19, 2005 4:00-5:00pm	18
August 4, 2005 11:30-12:30pm (Thursday)	3
August 4, 2005 4:00pm-5:00pm	8

The study confirms that U-Turn movements are occurring at this intersection, especially during the afternoon peak time period. The existing U-Turn prohibition signs are in good condition and highly visible.

Based on review of above options, staff does not recommend any of the three possible solutions provided by the York Regional Police. There are existing 'No U-Turn' prohibition signs installed at the intersection of Ansley Grove Road and Windflower Gate/Pinedale Gate which are enforceable by York Region Police under the Highway Traffic Act by means of increased/continued surveillance.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to identify and implement innovative traffic management alternatives to improve general traffic safety (1.1.3).

This report is consistent with the priorities previously set by Council and the necessary resources have been allocated and approved.

Conclusion

That York Regional Police be requested to continue enforcement and increase surveillance of the existing 'No U-Turn' prohibition signs at the intersection of Ansley Grove Road and Windflower Gate/Pinedale Gate.

Attachments

1. Location Map

Report prepared by

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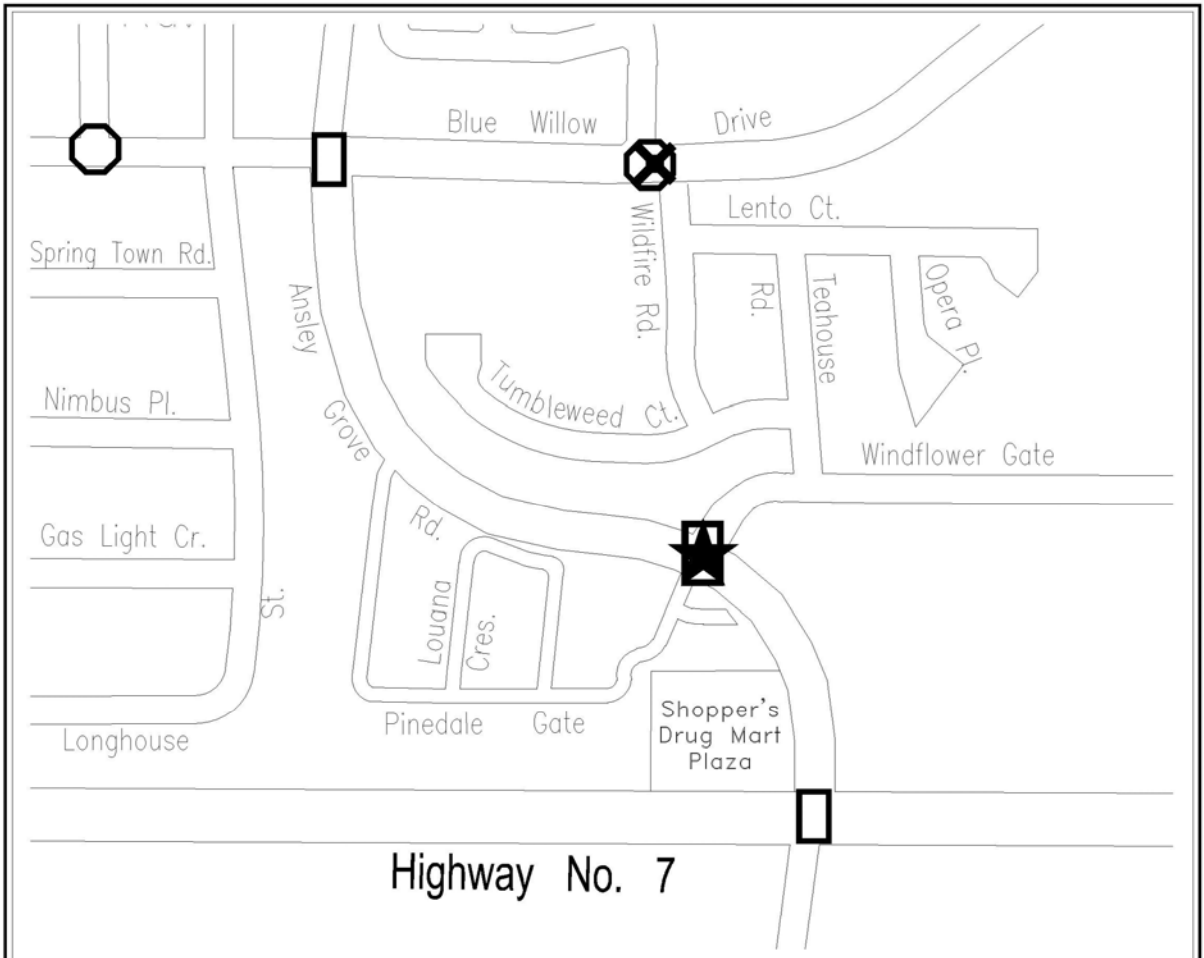
Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

Gary Carroll, P. Eng.
Director of Engineering Services





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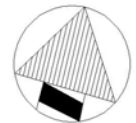
ATTACHMENT No. 1



ANSLEY GROVE ROAD & PINEDALE GATE U - TURN CONCERNS

LEGEND

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SCHOOL CROSSING GUARD



NOT TO SCALE