

COMMITTEE OF THE WHOLE – MARCH 3, 2003

BROWNRIDGE DRIVE AND CHELWOOD DRIVE PROPOSED ALLWAY STOP CONTROL

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That an allway stop control be installed at the intersection of Brownridge Drive and Chelwood Drive;
2. That the existing allway stop control be removed at the intersection of Brownridge Drive and Jaimie Road (south intersection); and
3. That the Brownridge Drive Neighbourhood Traffic Committee Phase 2 be requested to review the area of Brownridge Drive in the vicinity of Jaimie Road (south intersection) to address any speeding concerns.

Purpose

To review the feasibility of implementing an allway stop control at the intersection of Brownridge Drive and Chelwood Drive, in response to requests received from area residents.

Background - Analysis and Options

Brownridge Drive is a two lane feeder type roadway with an existing posted speed limit of 40 km/h. Chelwood Drive is a local roadway. The roadways create a T-intersection with the existing stop control on Chelwood Drive. Refer to Attachment No. 1.

Residents have expressed concerns regarding the vehicle speeds on Brownridge Drive and pedestrian safety in the area. The Engineering Department received a petition from the students of Vaughan Secondary School who expressed concerns regarding the safety of students walking to/from the school through the intersection. The petition is included as Attachment No. 2.

In response, staff conducted a traffic count at the intersection of Brownridge Drive and Chelwood Drive on February 4, 2003, during the morning and evening peak travel periods. The times counted were 7:30 am to 9:00 am and 3:00 pm to 5:00 pm. Based on the counts, the traffic volumes at the intersection met the requirements on the Provincial allway stop control warrant.

Staff also conducted a traffic count at the existing allway stop-controlled intersection of Brownridge Drive and Jaimie Road (south intersection) on February 11, 2003, during the morning and evening peak travel periods. This intersection is only 100 metres north of Chelwood Drive. The times counted were 7:30 am to 9:00 am and 3:00 pm to 5:00 pm. Based on the traffic study, the traffic volumes from Jaimie Road are low and the Provincial allway stop control warrant is not met.

There are no sight distance restrictions noted at either intersection. Staff reviewed the vehicle collision history at both intersections and there are no reported vehicle collisions.

The installation of an allway stop control at the Brownridge Drive and Chelwood Drive intersection would have a negative impact on traffic operations in the area due to its close proximity to the Brownridge Drive and Jaimie Road intersection. Stop sign compliance would be relatively low due to the number of stop controls concentrated in a short distance. Accordingly, it is

recommended that the allway stop control at Jaimie Road (south intersection) be removed with installation of an allway stop control at Chelwood Drive.

The Brownridge Drive Neighbourhood Traffic Committee Phase 2 will be meeting to discuss the impacts of the existing traffic calming measures in the neighbourhood. Consideration will be given to additional traffic calming measures in the vicinity of Jaimie Road and Chelwood Drive.

Conclusion

Based on this review, it is recommended that an allway stop control be installed at the intersection of Brownridge Drive and Chelwood Drive, that the existing allway stop control at the intersection of Brownridge Drive and Jaimie Road (south intersection) be removed, and that the Brownridge Drive Neighbourhood Traffic Committee Phase 2 be requested to review the area in the vicinity of Jaimie Road (south intersection) to address any speeding concerns.

Attachments

1. Location Map
2. Petition (Mayor and Members Council only)

Report prepared by

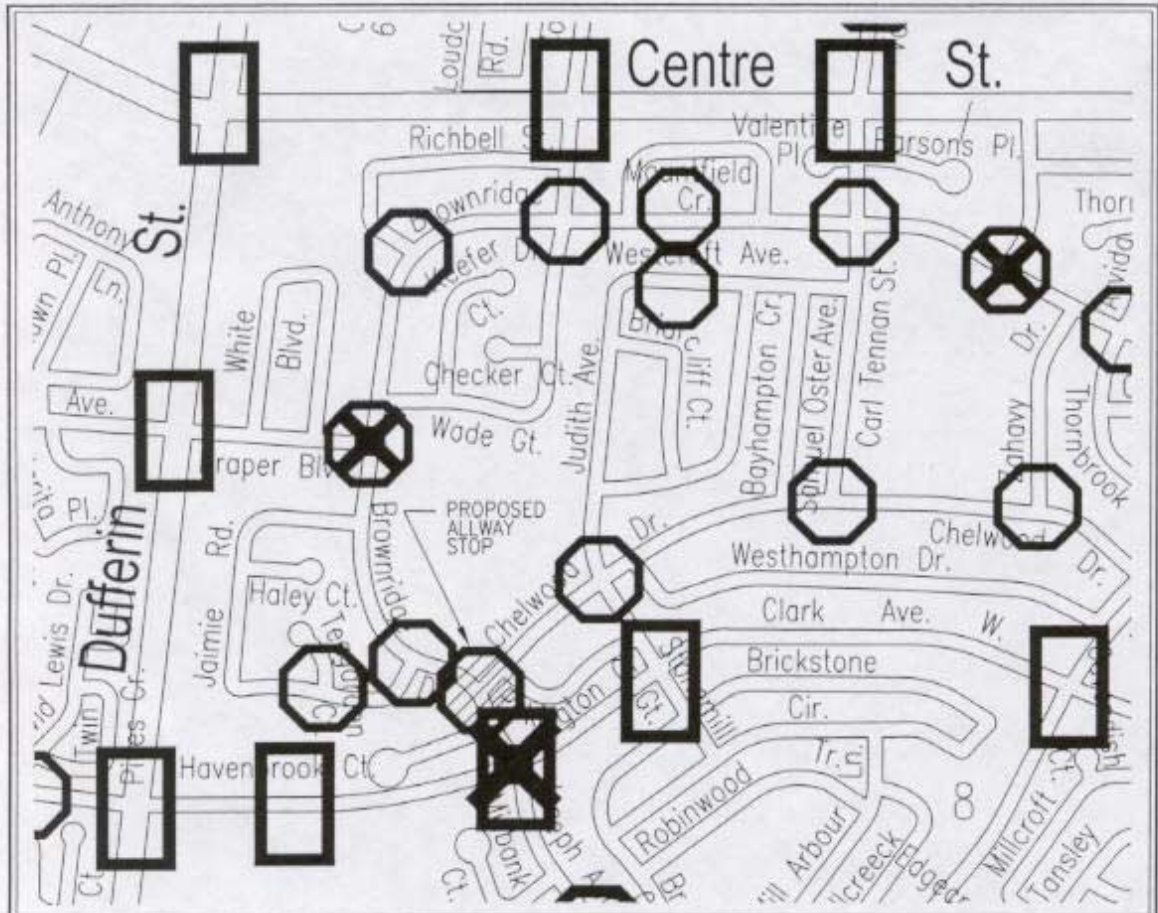
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Respectfully submitted,

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





MD/fc

ATTACHMENT No. 1



BROWNDRIDGE DRIVE AND CHELWOOD DRIVE PROPOSED ALLWAY STOP CONTROL

LEGEND

-  PROPOSED ALLWAY STOP CONTROL
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOLCROSSING



NOT TO SCALE