

## COMMITTEE OF THE WHOLE – OCTOBER 4, 2004

### WOODBIDGE AVENUE AND AMOS MAYNARD CIRCLE/OLD FIREHALL LANE PROPOSED ALL-WAY STOP CONTROL

#### Recommendation

The Commissioner of Engineering and Public Works recommends:

That an all-way stop control not be installed at the intersection of Woodbridge Avenue and Amos Maynard Circle/Old Firehall Lane.

#### Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Woodbridge Avenue and Amos Maynard Circle/Old Firehall Lane, in response to direction from Council.

#### Background - Analysis and Options

At its meeting on May 25, 2004 Council directed:

**“That the Engineering staff be directed to review the feasibility of placing a four-way stop at the intersection of Woodbridge Avenue and Fairground Lane/Amos Maynard Circle and Old Firehall Lane; and”**

**“That a report be brought back to a future Committee of the Whole meeting.”**

The speed limit on Woodbridge Avenue is posted at 40 km/h, and Amos Maynard Circle/Old Firehall Lane are statutory 50 km/h streets. Existing stop controls are located on Amos Maynard Circle and Old Firehall Lane at Woodbridge Ave. The area is shown on Attachment No. 1.

Residents have reported difficulties in entering Woodbridge Avenue from Amos Maynard Circle and Old Firehall Lane, citing heavy traffic on Woodbridge Avenue.

Staff compared the number of housing units on Amos Maynard Circle/Fairground Lane and Old Firehall Lane that have vehicular access with the Provincial Warrant for All-Way Stop Control. Part 1 of the Warrant requires a minimum of 120 vehicles entering the intersection from the minor street(s) during the highest peak traffic hour. Staff used a conservative estimate of one vehicle per unit entering the intersection during the highest peak traffic hour. As the total of housing units is only 71 housing units on these streets, Part 1 of the Warrant is not met.

There are no sight distance restrictions noted at this intersection. There was a single reported collision in 2003 in which a car rear-ended a second car. The introduction of an all-way stop control would not prevent such a collision from occurring.

#### 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

Based on staff's review, it is recommended that an all-way stop control not be installed at the intersection of Woodbridge Avenue and Amos Maynard Circle/Old Firehall Lane.

**Attachments**

1. Location Map

**Report prepared by**

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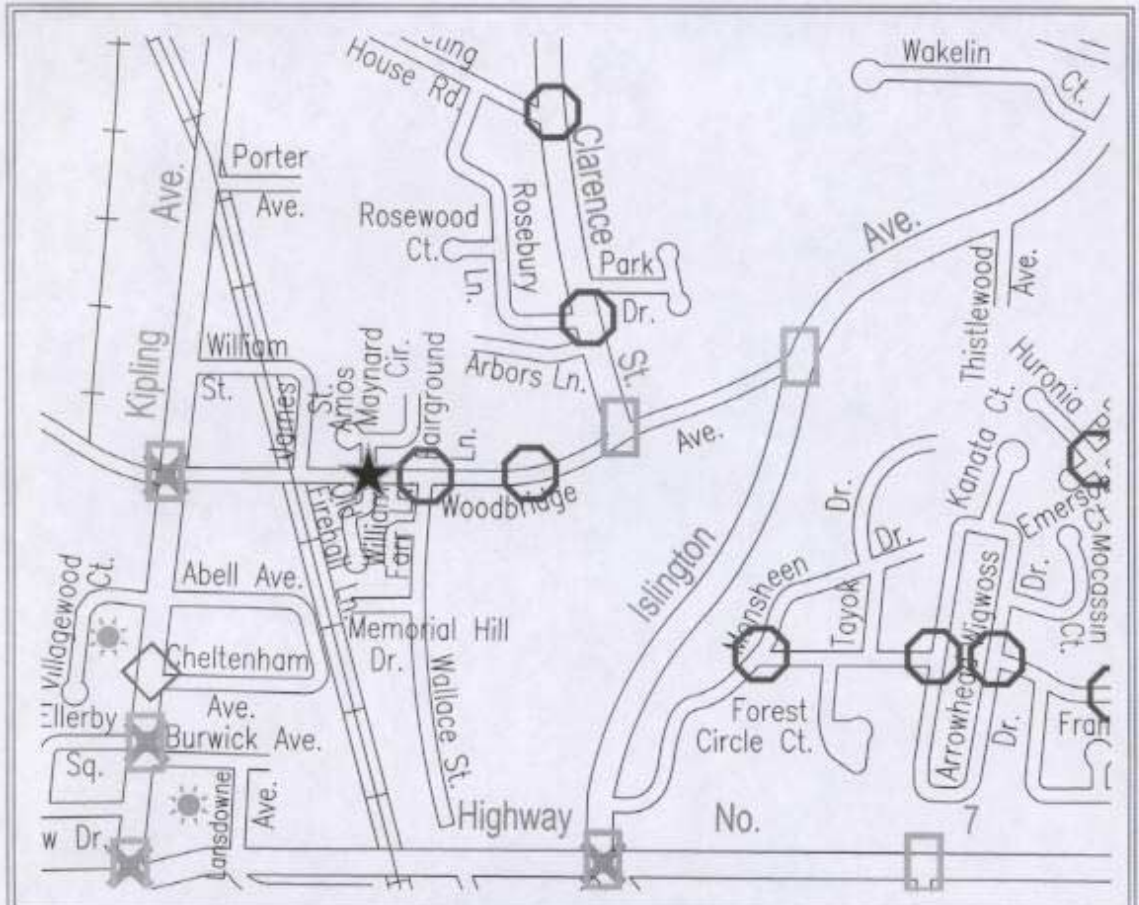
Respectfully submitted,

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



**WOODBIDGE AVENUE AND AMOS MAYNARD CIRCLE/  
OLD FIREHALL LANE  
PROPOSED ALL-WAY STOP**

**LEGEND**

-  INTERSECTION UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALLWAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING
-  EXISTING FLASHING SCHOOL BEACON
-  PEDESTRIAN SIGNAL



NOT TO SCALE