

## COMMITTEE OF THE WHOLE – FEBRUARY 21, 2005

### BROWNRIDGE DRIVE AND ZAHAVY DRIVE 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 Brownridge Drive and Zahavy Drive.

#### Purpose

To review the feasibility of implementing an all-way stop control at the intersection of Brownridge Drive and Zahavy Drive, in response to direction from Council.

#### Background - Analysis and Options

At its meeting on December 6, 2004 Council directed:

**“That staff be requested to investigate the need for and the feasibility of installing an allway stop control at Zahavy Drive and Brownridge Drive.”**

Brownridge Drive is a primary feeder roadway with a 23.0 metre right-of-way and Zahavy Drive is a local residential roadway with a 20.0 metre right-of-way. The posted speed limit on Brownridge Drive is 40 km/h, and the speed limit on Zahavy Drive is a statutory 50 km/h. The existing stop control is located on Zahavy Drive at Brownridge Drive. The area is shown on Attachment No. 1.

A turning movement count was conducted on November 23, 2004 at the intersection during peak travel periods. The traffic count was conducted from 7:30am to 9:30am and 2:30pm to 5:30pm. The collected traffic volumes compared to the Provincial Warrant for All-Way Stop Control are as shown below.

- |   |               |
|---|---------------|
| • Warrant 1 – Minimum Vehicular Volumes | Warranted 73% |
| • Warrant 2 – Accident Hazard           | Warranted 0%  |
| • Warrant 3 – Sight Restriction         | Warranted 0%  |

For an all-way stop control to be warranted, one or more of the 3 warrants must be satisfied 100% or more. The results of the turning movement count do not meet the requirements of the Provincial Warrant for All-Way Stop Control. The above results reflect the highest peak traffic hour at this intersection.

As part of the Brownridge Drive Neighbourhood Traffic Committee, a curb extension was installed on the southeast corner of the Brownridge Drive/Zahavy Drive intersection.

There are no sight distance restrictions noted at this intersection. There were also no reported vehicle collisions at this intersection. Brownridge Drive is designated as a through street with the stop control located on Zahavy Drive.

#### 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 Brownridge Drive and Zahavy Drive.

## **Attachments**

1. Location Map

## **Report prepared by**

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Respectfully submitted,

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:MR

# ATTACHMENT No. 1

