



Corporate Report

General Committee
MAR 03 2010

Clerk's Files
Originator's Files
MG.23.REP
RT.10.Z-31

9

DATE: February 9, 2010

TO: Chair and Members of General Committee
Meeting Date: March 3, 2010

FROM: Martin Powell, P. Eng
Commissioner of Transportation and Works

SUBJECT: All-Way Stops
Bridlepath Trail and Promontory Drive
Bridlepath Trail and Paddock Crescent (south intersection)
(Ward 8)

RECOMMENDATION: That all-way stop controls not be implemented at the intersections of Bridlepath Trail at Promontory Drive, and Bridlepath Trail at Paddock Crescent as the warrants have not been met.

BACKGROUND: Concerns have been identified by residents over the past few years regarding the need for operational improvements at the intersections of Bridlepath Trail and Promontory Drive.

Councillor Mahoney has requested that the Transportation and Works Department submit a report to General Committee regarding the implementation of all-way stops at the intersection of Bridlepath Trail at Promontory Drive, and Bridlepath Trail at Paddock Crescent.

Currently, the intersection of Bridlepath Trail and Promontory Drive operates as a three-leg intersection with a stop control for northbound motorists on Promontory Drive and a stop control for eastbound motorists on Bridlepath Trail.

9a

The intersection of Bridlepath Trail and Paddock Crescent operates as a three-leg intersection with a single stop control for eastbound motorists on Paddock Crescent.

COMMENTS:

An A.M./P.M. manual turning movement count was completed on Tuesday, November 17, 2009 at the intersection of Bridlepath Trail and Promontory Drive to determine if an all-way stop is warranted. The results were as follows:

<u>Bridlepath Trail and Promontory Drive</u>	<u>Warrant Value</u>
Part "A": Volume for All Approaches	76%
Part "B": Volume Splits	93%

An A.M./P.M. manual turning movement count was completed on Tuesday, January 26, 2010 at the intersection of Bridlepath Trail and Paddock Crescent to determine if an all-way stop is warranted. The results were as follows:

<u>Bridlepath Trail and Paddock Crescent</u>	<u>Warrant Value</u>
Part "A": Volume for All Approaches	55%
Part "B": Volume Splits	62%

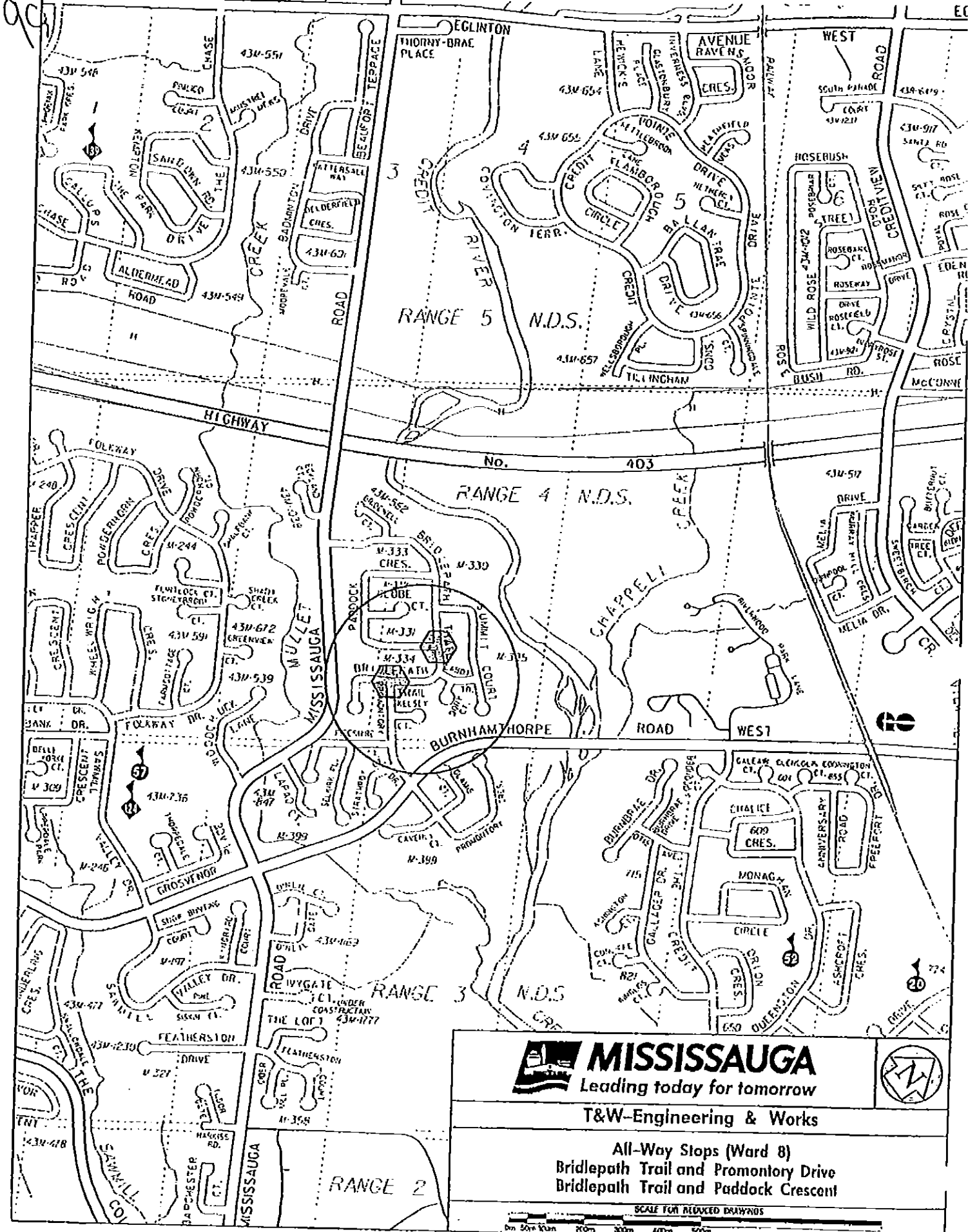
In order for an all-way stop to be warranted, both Parts "A" and "B" must equal 100 percent. Based on the results, an all-way stop implementation is not warranted at either of the intersections.


A review of the collision history at these intersections did not reveal any reported collisions within the past 5 years. Based on the collision history, an all-way stop is not warranted.

FINANCIAL IMPACT: Not Applicable.

CONCLUSION:


Based on the manual turning movement counts and the collision history, the Transportation and Works Department does not recommend the installation of all-way stop controls at the intersection of Bridlepath Trail at Promontory Drive and Bridlepath Trail at Paddock Crescent.





MISSISSAUGA

Leading today for tomorrow



T&W-Engineering & Works

All-Way Stops (Ward 8)
 Bridlepath Trail and Promontory Drive
 Bridlepath Trail and Paddock Crescent

SCALE FOR REDUCED DRAWINGS

