

COMMITTEE OF THE WHOLE - JUNE 18, 2007

AMPARO DRIVE TRAFFIC REVIEW

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no further action is warranted on Amparo Drive due to the low traffic volumes, speeds, stop sign compliance and 'cut-through' traffic.

Economic Impact

None.

Communications Plan

The resident(s) be advised of Council's decision in this matter by means of a return letter to the appropriate party.

Purpose

To review various traffic-related concerns as directed by Council at their April 2, 2007 meeting.

Background - Analysis and Options

At its meeting on April 2, 2007 Council directed:

“That the City of Vaughan Engineering Department conduct a review of traffic control and provides the residents of Amparo Drive with their comprehensive study and statistics.”

Amparo Drive is a local roadway with a right-of-way width of 17.5 metres. The existing speed limit on Amparo Drive is a statutory 50 km/h. Amparo Drive extends from La Rocca Avenue to Fossil Hill Road. The area is shown on Attachment No. 1.

Traffic-related concerns were raised for Amparo Drive including excessive traffic volumes and speeds, stop sign compliance, and traffic infiltration.

Staff collected speed and volume data with automatic traffic recorders and were conducted on a 24-hour basis. The result of the study is shown in the table below.

Location	Direction	24-hour volume	Average Speed
Amparo Drive west of Fossil Hill Road May 8, 2007	Eastbound	183	32 km/h
	Westbound	133	29 km/h

The average recorded vehicle speeds range from 29 to 32 km/h, which are well below the existing statutory 50 km/h speed limit. All recorded volumes are well within capacities for local roadways. Local roadways accommodate traffic volumes not exceeding 1,000 vehicles per day.

Staff conducted an infiltration study on Thursday, May 3, 2007 during the time periods of 7:00am to 9:00am and 4:00pm to 6:00pm to determine the amount of 'cut-through traffic' that was using Amparo Drive as an alternative route through the subdivision. The weather was clear and sunny throughout the day.

The infiltration routes and results of the studies are summarized in the following table.

Thursday, May 3, 2007 Study				
TIME	ENTERING AT	EXITING AT	TOTAL INBOUND VEHICLE	TOTAL INFILTRATION
7:00am to 9:00am	La Rocca Avenue and Amparo Drive	Fossil Hill Road and Amparo Drive	7	4
4:00pm to 6:00pm	Fossil Hill Road and Amparo Drive	La Rocca Avenue and Amparo Drive	29	0

The inbound volumes during the AM and PM study periods are very low (7 in the morning period, and 29 in the PM period) and do not justify turning prohibitions. During both study periods there were a total of only 4 vehicles that were classified as 'cut-through' traffic.

Staff also conducted stopping compliance studies on Thursday, May 3, 2007, at the intersections of Fossil Hill Road and Amparo Drive, and at La Rocca Avenue and Amparo Drive. The studies were conducted from 7:00 am to 9:00 am and 4:00 pm to 6:00 pm. The weather was clear and sunny. The stop control signs at both intersections are for Amparo Drive only. The collected stopping observations are summarized below:

Time	Type of Entry	La Rocca Avenue and Amparo Drive		Fossil Hill Road and Amparo Drive	
		Number of vehicles	Percentage of vehicles	Number of vehicles	Percentage of vehicles
7:00-9:00am	Did Not Stop	0	0%	0	0%
	Rolling Stop	5	36%	4	16%
	Complete Stop	9	64%	21	84%
	Total # of Vehicles	14	100%	25	100%
4:00-6:00pm	Did Not Stop	0	0%	2	14%
	Rolling Stop	2	40%	5	36%
	Complete Stop	3	60%	7	50%
	Total # of Vehicles	5	100%	14	100%

The 'Did Not Stop' category is a complete disregard of the stop control signs while the 'Rolling Stop' category is a vehicle that slows down at the stop control but the vehicle at no time comes to a complete stop. The above results reflect the highest peak traffic periods at these intersections. Overall traffic volumes arriving at these stop sign controls are very low, and are for 'outbound' Amparo Drive traffic entering onto either La Rocca Avenue or Fossil Hill Road. Based on results, stop compliance is similar to other local streets city-wide and does not warrant further review.

Relationship to Vaughan Vision 2007

This traffic study is consistent with Vaughan Vision 2007 as to ensure enhanced safety standards are incorporated in community designs (1.1.2).

This report is consistent with the priorities previously set by Council.

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is recommended that no further action is warranted based on the results of the traffic review.

Attachments

1. Location Map

Report prepared by:

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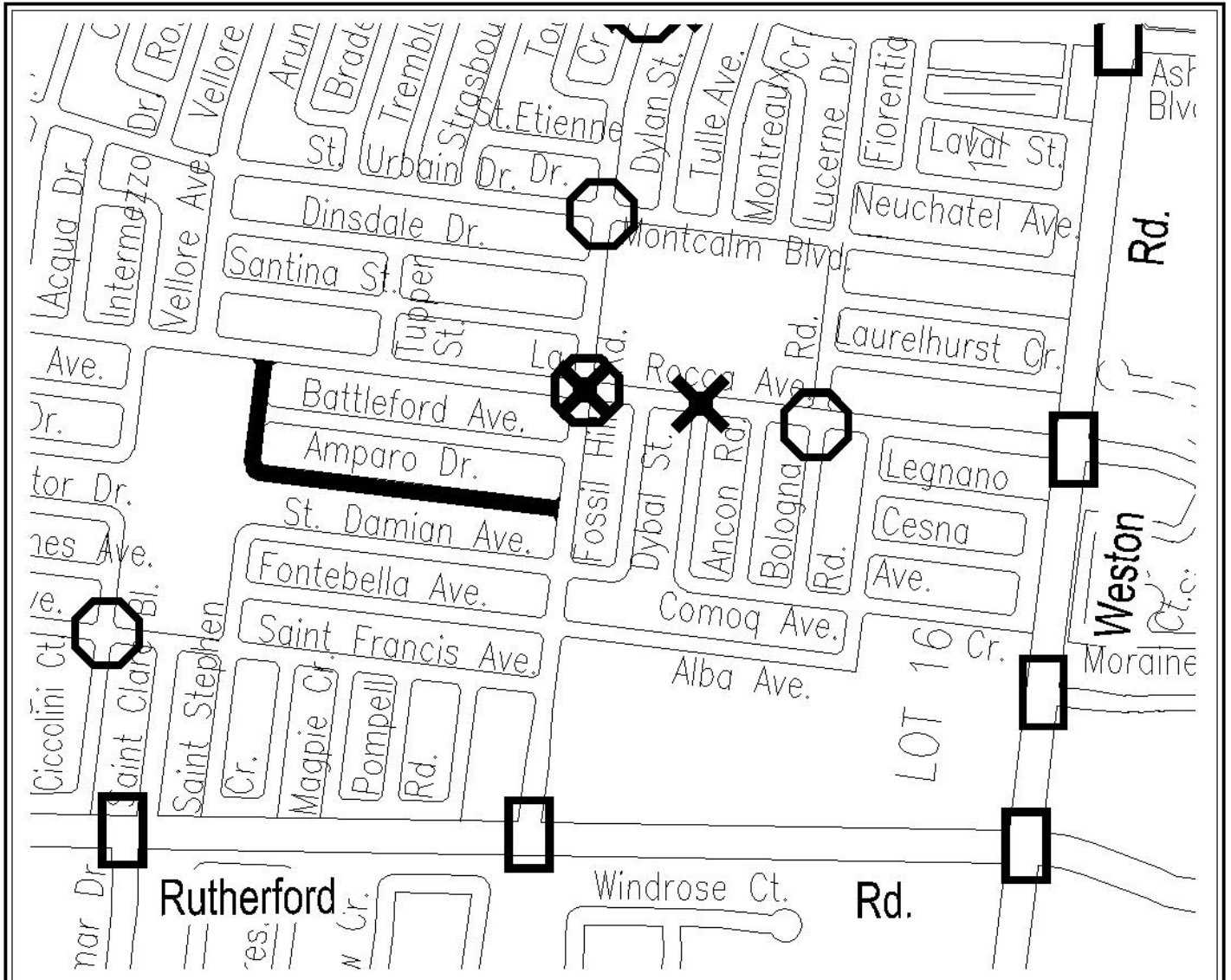
Respectfully submitted,

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

Gary P. Carroll, P. Eng.
Director of Engineering Services





MR:mc

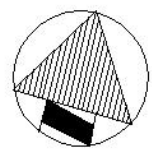
ATTACHMENT No. 1



AMPARO DRIVE TRAFFIC REVIEW

LEGEND

-  ROADWAY UNDER REVIEW
-  EXISTING TRAFFIC SIGNALS
-  EXISTING ALL-WAY STOP CONTROL
-  EXISTING SUPERVISED SCHOOL CROSSING



NOT TO SCALE