

COMMITTEE OF THE WHOLE – MARCH 3, 2008

TRAFFIC REVIEW OF FOREST FOUNTAIN DRIVE

(Referred from the Council meeting of February 11, 2008)

Council, at its meeting of February 11, 2008, adopted the following:

That this matter be referred to the Committee of the Whole meeting of March 3, 2008, pending consultation with the three traffic calming committees.

Recommendation of the Committee of the Whole meeting of February 4, 2008:

The Committee of the Whole recommends that this matter be referred to the Committee of the Whole meeting of February 19, 2008, pending consultation with the three traffic calming committees.

Report of the Commissioner of Engineering and Public Works, dated February 4, 2008

Recommendation

The Commissioner of Engineering and Public Works recommends:

That no further action be taken based on the results of the traffic studies, existing traffic calming measures and existing traffic control devices on Forest Fountain Drive.

Economic Impact

Not applicable.

Communications Plan

The Local Councillor will contact the residents with the information in the report.

Purpose

To present additional information, as previously directed by Council to review the traffic on Forest Fountain Drive.

Background - Analysis and Options

At its meeting on June 11, 2007. Council approved:

“That a review be conducted on the traffic on Forest Fountain Drive.”

Forest Fountain Drive is a local road with a 20.0 metre right-of-way and 9.0 metre pavement width. The existing posted speed limit is 40 km/h. Forest Fountain Drive is a main thoroughfare that runs north-south from Sunset Ridge to Rutherford Road. There are six All-way stop controlled intersections, two roundabout intersections and one raised intersection. There are four school crossing guards on Forest Fountain Drive. The area is shown on Attachment No. 1.

Utilizing Automated Traffic Recorders (ATR's) staff conducted speed and volume studies on Forest Fountain Drive from September 10, 2007 to September 14, 2007 north of Laura Sabrina Drive. This is the longest road section between traffic control devices or traffic calming measures. The results have been summarized below:

Direction	Average Speed	85 th Percentile Speed	Average Daily Traffic
Northbound	45	54	1266
Southbound	44	54	1020

The recorded average speeds on Forest Fountain Drive range between 44km/h – 45 km/h. The recorded 85th percentile speed (the speed at which 85 percent of the vehicles are travelling at or below) on Forest Fountain Drive is 54 km/h in each direction. Typically, a major local roadway accommodates up to 3,000 vehicles per day (source; Transportation Association of Canada, Geometric Design Guide for Canadian Roads). Our study indicates that Forest Fountain Drive has 2,286 vehicles per day which is within a major local roadway capacity.

In accordance with the Council approved Neighbourhood Traffic Committee Policy and Procedure, speed humps are considered only when the following three warrants are met:

- The street is not a primary emergency response route.
- The speed limit is 50 km/h or less.
- The average speed is 10 km/h greater than the speed limit.

The existing speed limit is a statutory 40 km/h. However, Forest Fountain Drive is an emergency response route, and the average speeds do not exceed the speed limit by 10 km/h. Therefore, additional speed humps are not warranted on this section of Forest Fountain Drive. Possible alternative traffic calming measures for this roadway could be the installation of curb bumpouts, mini-circle or painted road narrowing (one side only).

Recently Built Traffic Calming Measures

The following speed humps were installed in November 2007 and were proposed/approved through the Neighbourhood Traffic Calming Committee process.

- Sonoma Heights Phase 1 – Forest Fountain Drive - Asphalt Speed Hump will be installed between properties #94 and #98
- Sonoma Heights Phase 2 – Forest Fountain Drive - Asphalt Speed Hump will be installed between properties #326 and #330
- Sonoma Heights Phase 3 – Forest Fountain Drive - Asphalt Speed Hump will be installed between properties #412 and #416

Due to the number of traffic control devices and existing traffic calming measures, Engineering Services Staff does not recommend any additional works for this roadway.

Staff conducted an infiltration study on Tuesday, September 18, 2007, the study took place during the time periods of 7:00 am to 9:00 am and 4:00 pm to 6:00 pm to determine the amount of 'cut-through traffic' that was using Forest Fountain Drive as alternative route through the subdivision. The weather was clear and sunny throughout the day.

<u>Infiltration Pattern</u>	7:00 - 9:00 AM		4:00 - 6:00 PM	
	<u>Inbound Volume</u>	(# of Vehicles) % of Entering Traffic	<u>Inbound Volume</u>	(# of Vehicles) % of Entering Traffic
Napa Valley Avenue / Forest Fountain Drive to Rutherford Road	276	(13) 5%		

Rutherford Road / Forest Fountain Drive to Napa Valley Avenue / Forest Fountain Drive			241	(10) 4%
---	--	--	-----	---------

Infiltration is considered to be an issue when the infiltration rates exceed 30%. For these two locations, the infiltration is well below the 30% threshold.

There were only three vehicle collisions that occurred on this section of Forest Fountain Drive from June 2003 – June 2006. Staff has scheduled the placement of the radar speed message boards on Forest Fountain Drive as part of the 2008 program.

Relationship to Vaughan Vision 2020

Enhance and Ensure Community Safety, Health & Wellness – to advocate for, protect and enhance community safety, health and wellness through education, design and enforcement.

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

Regional Implications

Not Applicable.

Conclusion

Based on staff's review, it is concluded that no further action is required based on the results of the traffic studies, existing traffic calming measures and existing traffic control devices on Forest Fountain Drive.

Attachments

1. Location Map

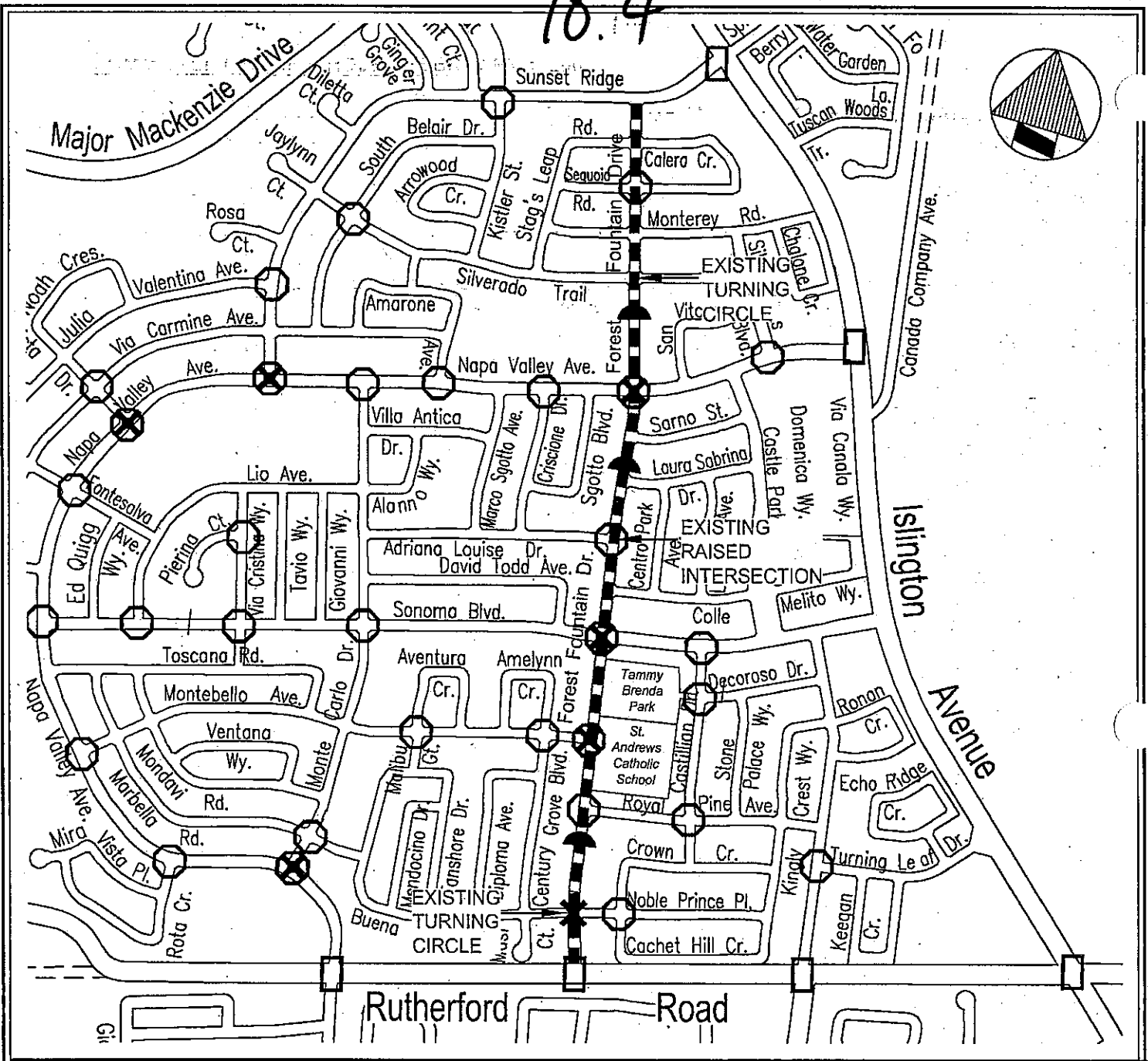
Report prepared by:

Peter Trinh, Traffic Analyst, ext. 3120
 Mike Dokman, Supervisor, Traffic Engineering, ext. 3118

PT:mc

ATTACHMENT No. 1

10.4



TRAFFIC REVIEW OF FOREST FOUNTAIN DRIVE

LEGEND

- ■ ■ ROADWAY UNDER REVIEW
- EXISTING TRAFFIC SIGNALS
- EXISTING ALL-WAY STOP CONTROL
- ✕ EXISTING SCHOOL CROSSING GUARD
- ◐ EXISTING SPEED HUMPS

NOT TO SCALE