

Davis Drive West

Traffic Operations Review

Transportation and Works Committee
February 6, 2008
Reference Agenda Item D8

Outline

- ❑ Background
- ❑ Actions to date
- ❑ Future Actions



Background

- ❑ Over the years there have been numerous requests for traffic signals – not warranted at any location
- ❑ Summer 2007 - Cardinal Golf Club and Zander Farms concerned with lack of gaps in traffic, speed and traffic volumes on Highway 9 – request for traffic signals
- ❑ October 3, 2007 - Township of King resolution
 - Increased traffic volumes, speeds and lack of gaps for traffic entering from side streets
- ❑ November 28 2007 – Committee Report
 - Immediate action items
 - Speed penalty signs and radar message boards
 - Renaming of Highway 9 to Davis Drive West
 - Staff directed to pursue additional solutions and report back to T&W Committee in February 2008

Actions to Date

- ❑ In the process of renaming 'Highway 9' to 'Davis Drive West'
- ❑ Manufactured Speed Penalty Notification boards
- ❑ Deployed Mobile Speed Radar Boards

Speeding Costs You

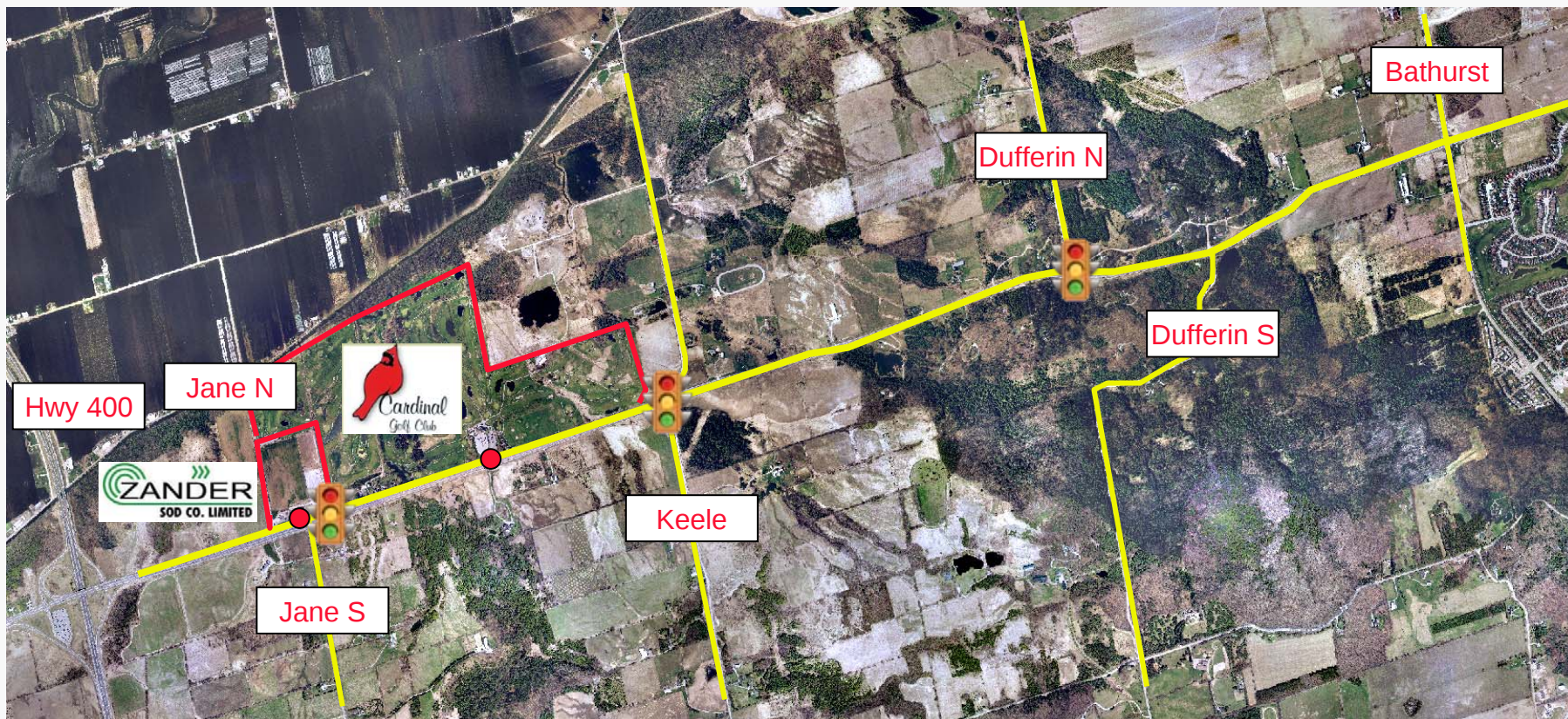
20 Over = \$95 (3pts)
 30 Over = \$220 (4pts)
 40 Over = \$295 (4pts)

50 km/h Over Limit

Max. Fine = \$10,000
 Roadside Suspension
 Roadside Vehicle Seizure



Davis Drive West – Traffic Operations Review



Traffic Control Signals

- ❑ Traffic control signals are not warranted

Traffic Signal Warrant Analysis

Warrant Component	Highway 9 at Jane Street	Highway 9 at Keele Street	Highway 9 at Dufferin Street W	Cardinal Entrance
Minimum Vehicular Delay	50 %	60 %	32 %	18%
Delay to Cross Traffic	38 %	42 %	33 %	12%
Collision Hazard (last 3 years)	0 %	0 %	0 %	0 %

- ❑ To meet the minimum warrants - 2 at 80% or 1 at 100% required
- ❑ Signals can increase specific types of collisions
- ❑ Not traffic calming devices to slow traffic

Traffic Control Signals

- ❑ Can increase overall delay

Travel Time Vehicle Delay Comparison

PM Peak

Street	Existing	Signalization of Jane Street East, Keele Street and Dufferin Street West	Increase/Decrease in Vehicle Delay	Total Cumulative Delay
Davis Drive W	4.5 minutes	7.2 minutes	+2.7 minutes	77 hours
Side Street	94 seconds	27 seconds	- 67 seconds	-1 hour

- ❑ Signals are not effective in creating gaps and platoons in traffic when spaced greater than 1.5 km
- ❑ Can increase traffic on local Township of King Roads

Requests for Signals

- ❑ Cardinal Golf Club have requested a signal at Keele Street
- ❑ Zander Sod has requested a signal
- ❑ Township of King have requested signals at no less than one of the three intersections
- ❑ If consideration is given to signalization
 - all three intersections should be considered for signals
 - one signal in rural environment may violate driver expectations
 - Low volumes of side street traffic
 - Signal changes not often and unexpected by driver
 - three signals may provide gaps in traffic and decrease side street delay

Going forward

- ❑ Install Speed Penalty Signs by April 2008
- ❑ Install Warning Signs at intersections and driveways
- ❑ Flashing Amber Beacons at Dufferin Street intersections
- ❑ Widen Pavement Markings to assist with traffic calming



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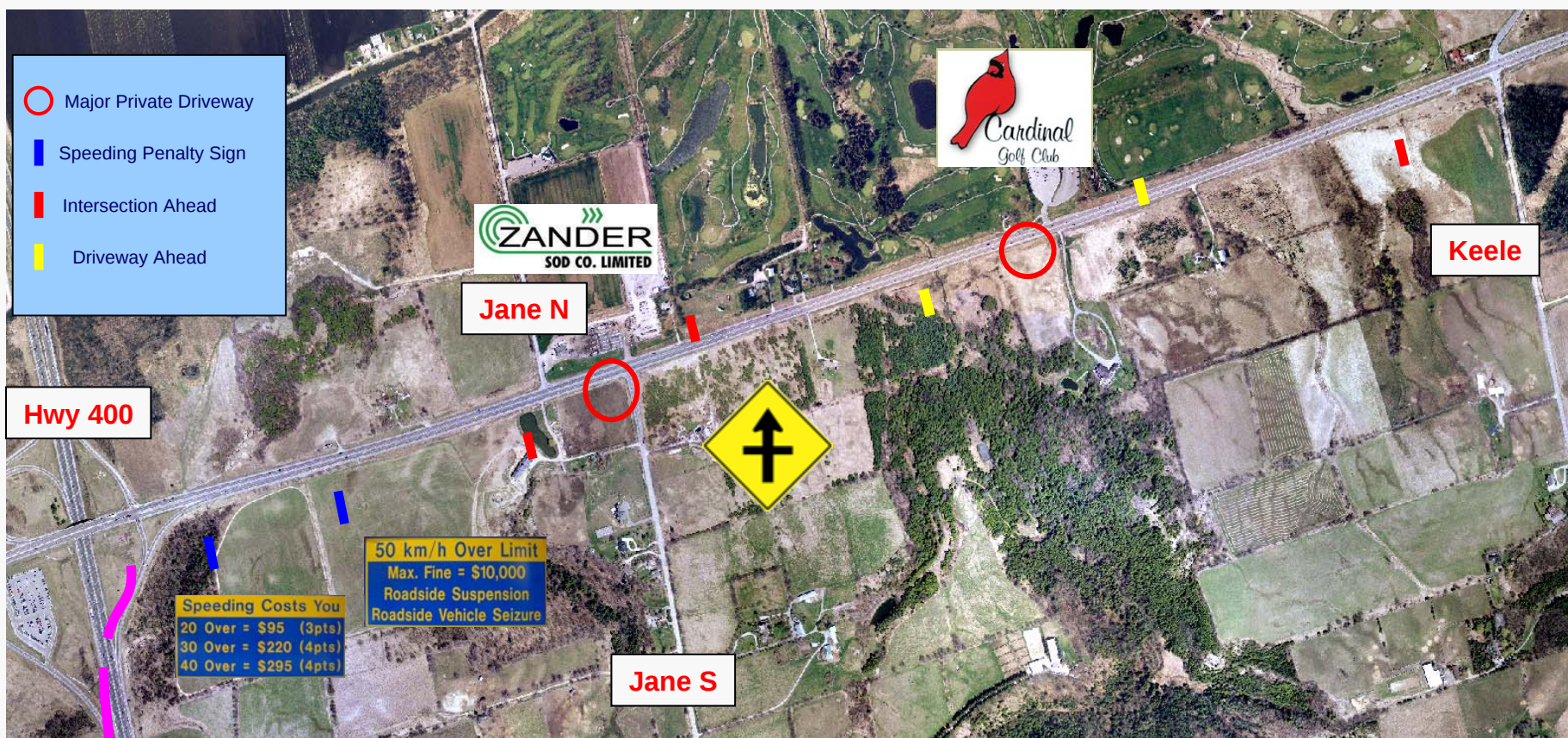
Going forward

- ❑ Install Centreline rumble strips in Dufferin Street area
- ❑ Lower speed limit from w/of Eagle Street to w/of Bathurst Street (80-km/hr to 60-km/hr)
- ❑ Request increased police enforcement
- ❑ Discuss Hwy 400 NB Ramp intersection with MTO staff

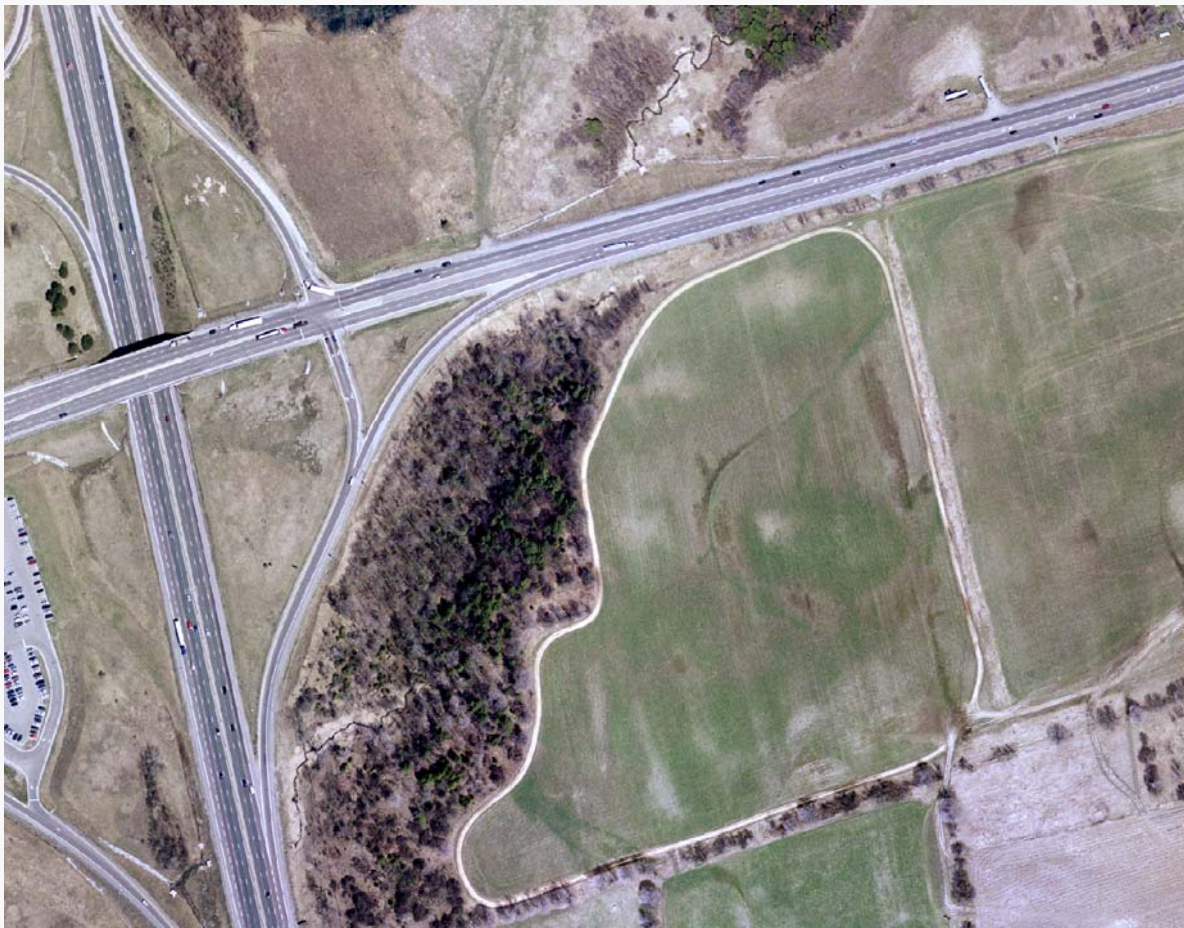


Actions

□ Hwy 400 to Keele Street

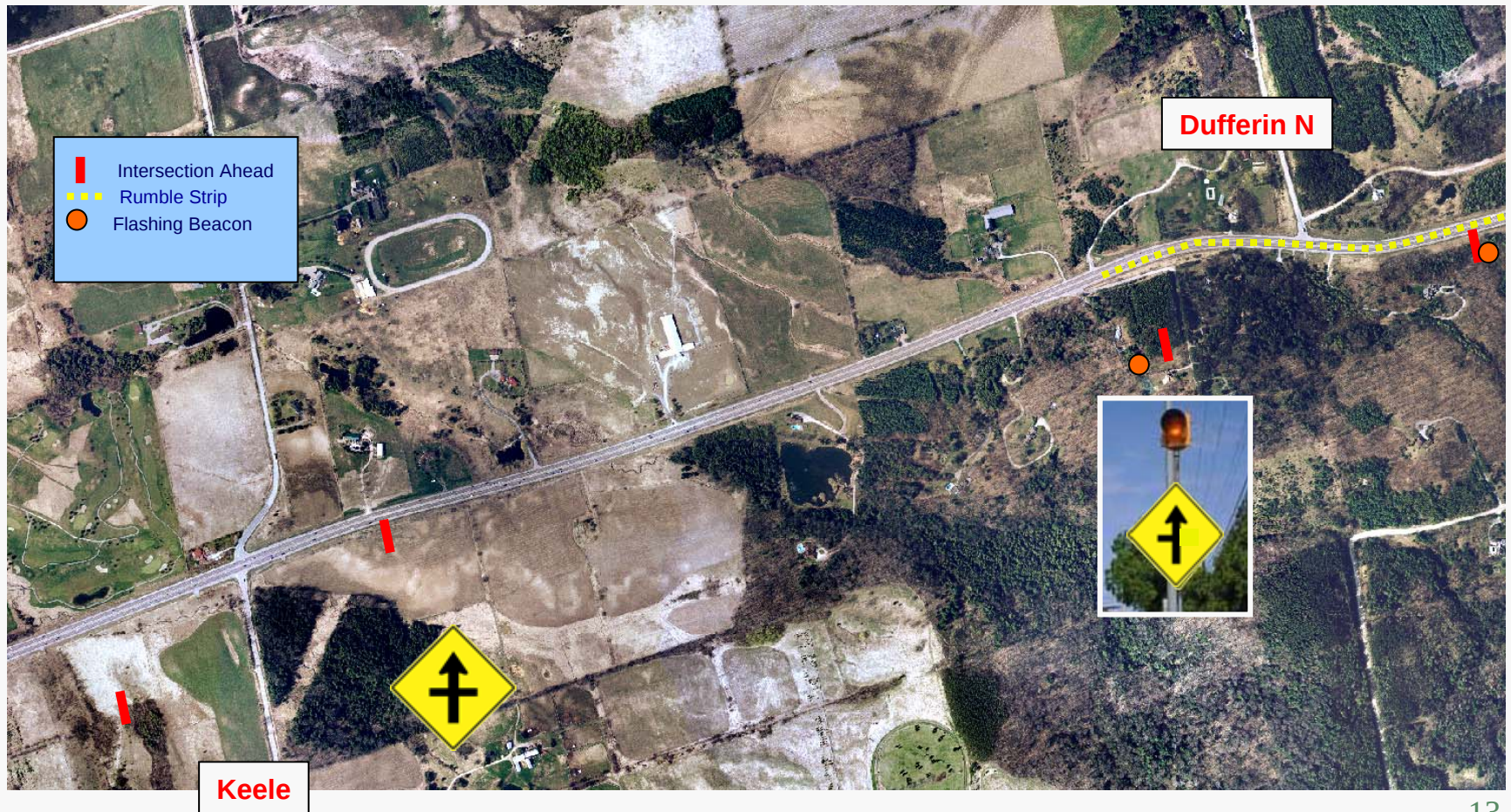


Discussions with MTO



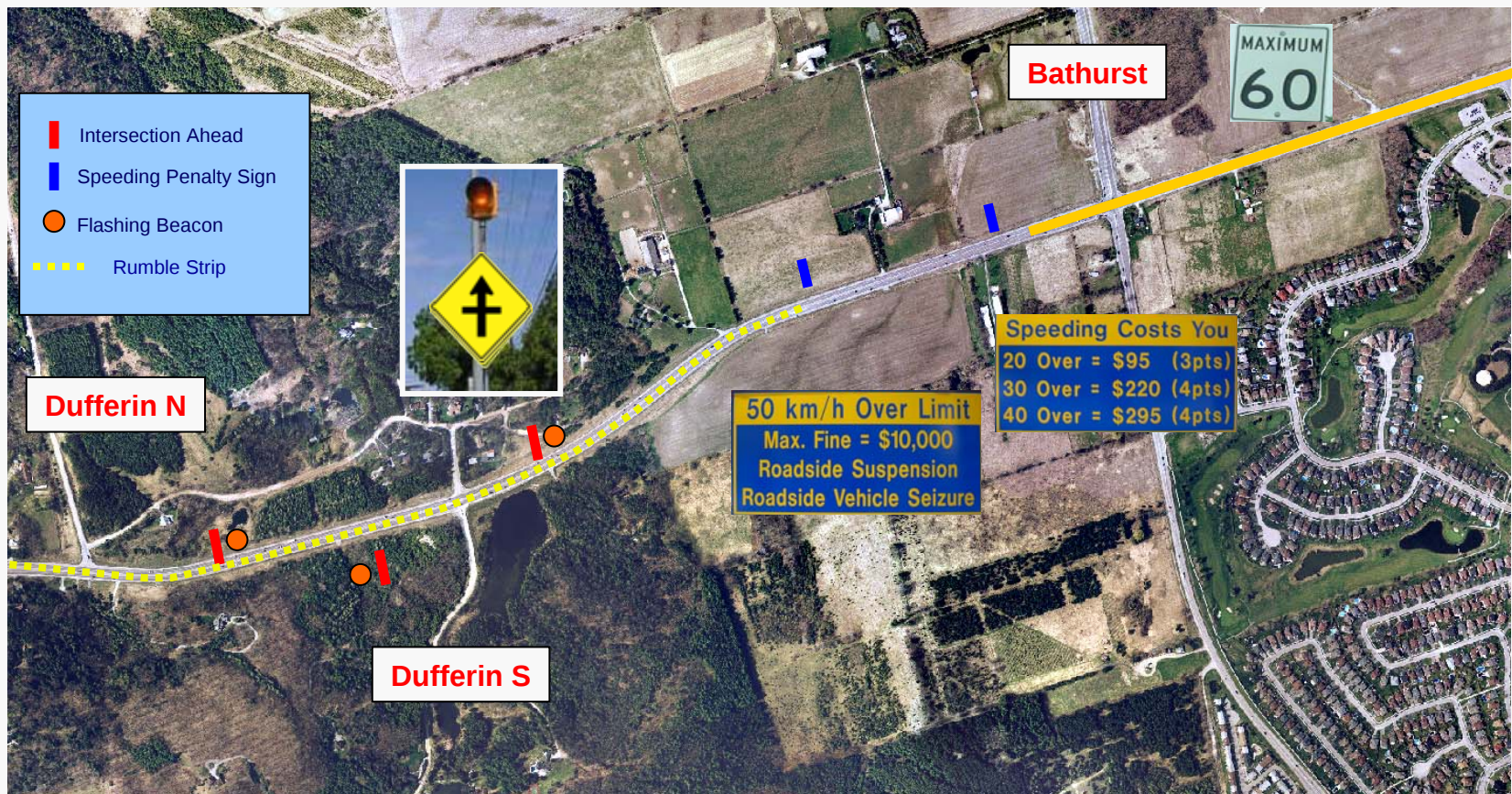
Actions

❑ Keele Street to Dufferin Street North



Actions

□ Dufferin Street North to Bathurst Street



Future Considerations

- ❑ Once improvements are complete Regional staff will monitor the effectiveness of the improvements
- ❑ Make adjustments as necessary