



Town Of Newmarket
Meeting Of The Whole
January 14th 2019

Resident Deputation Regarding Stop Sign On William Booth Avenue



Resident Deputation Regarding Stop Sign On William Booth Avenue

Background

- As part of the Sundial Development of Toth Farm, William Booth Avenue has been extended to Davis Drive.
- The original development meets the new development at the intersection of Knapton Drive & William Booth.
- Knapton continues both East and West of William Booth and is a major collector road for 3 other roads:
(Mynden Way, Beare Trail and Osborne Family Way)
- The developer placed a temporary stop sign at Tango Crescent (North), just South of Knapton Drive.
- Their rationale was that this was done to align with the future school entrance on the East side of the site.
- The intersection of Knapton & William Booth is at the highest point in the entire subdivision. The elevation drops off in all directions from this point.

The Concern

- Due to the physical nature of the intersection, poor sightlines, and elevations, there is a significant **right of way** issue in all directions.
- This issue did not become apparent until the road was opened to traffic, connecting William Booth to Davis Drive.
- Pedestrian, Cycling and Automobile Traffic have significant difficulty crossing or merging onto William Booth Avenue from Knapton Drive, as there is no stop sign allowing for right of way.

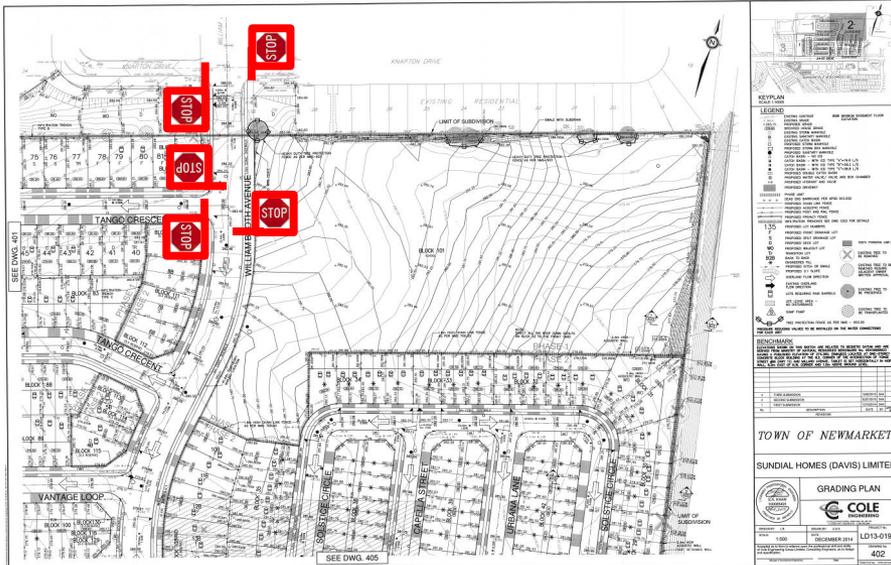


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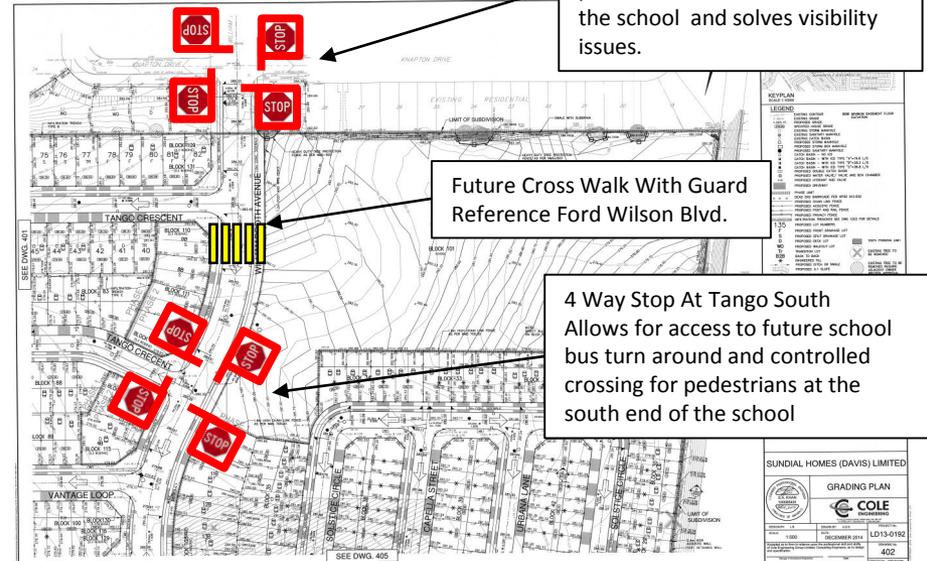
Proposal

- To address resident concerns and improve safety, it is recommended that the temporary stop sign at Tango Crescent (North) be removed and a permanent 4 way stop sign be installed at Knapton Drive.
- Following the installations of the stop sign, the cross walks should be clearly marked with “Zebra Line Paintings” to make the intersection even more visible.
- Once the town assumes control of William Booth Avenue, a decision can be made on a second stop sign further south on the road to align with phase 2 & 3 and/or the sound end of the school should the school board decide to move forward with the project.
- This proposal will allow for clear and safe right of way for Pedestrians, Cyclists and Vehicles.

Existing Stop Configuration



Proposed Stop Configuration





Resident Deputation Regarding Stop Sign On William Booth Avenue

-  Temporary Stop Sign
-  Proposed Stop Sign

Site Plan





Resident Deputation Regarding Stop Sign On William Booth Avenue

Rationale

- William Booth is a wide arterial road with significant traffic.
- This traffic volume is expected to rise with future development.
- Safe right of way is required for Knapton due to the elevation, sightlines, speed, and volume concerns on William Booth.
- Although a school is planned, there is no confirmed timelines or even a draft site plan from the board.
- In Newmarket, 12 of 29 schools surveyed have access aligned with other roads.
- Of those 12, only 3 are controlled by a stop sign, and in those cases was due to the fact they align with secondary and arterial roads. There is no consensus of a best practice that would require a stop sign at the school.
- Councillor Bisanz has requested this deputation be brought forward so that it may be processed as part of the Town's Traffic Mitigation Policy.

Conclusions

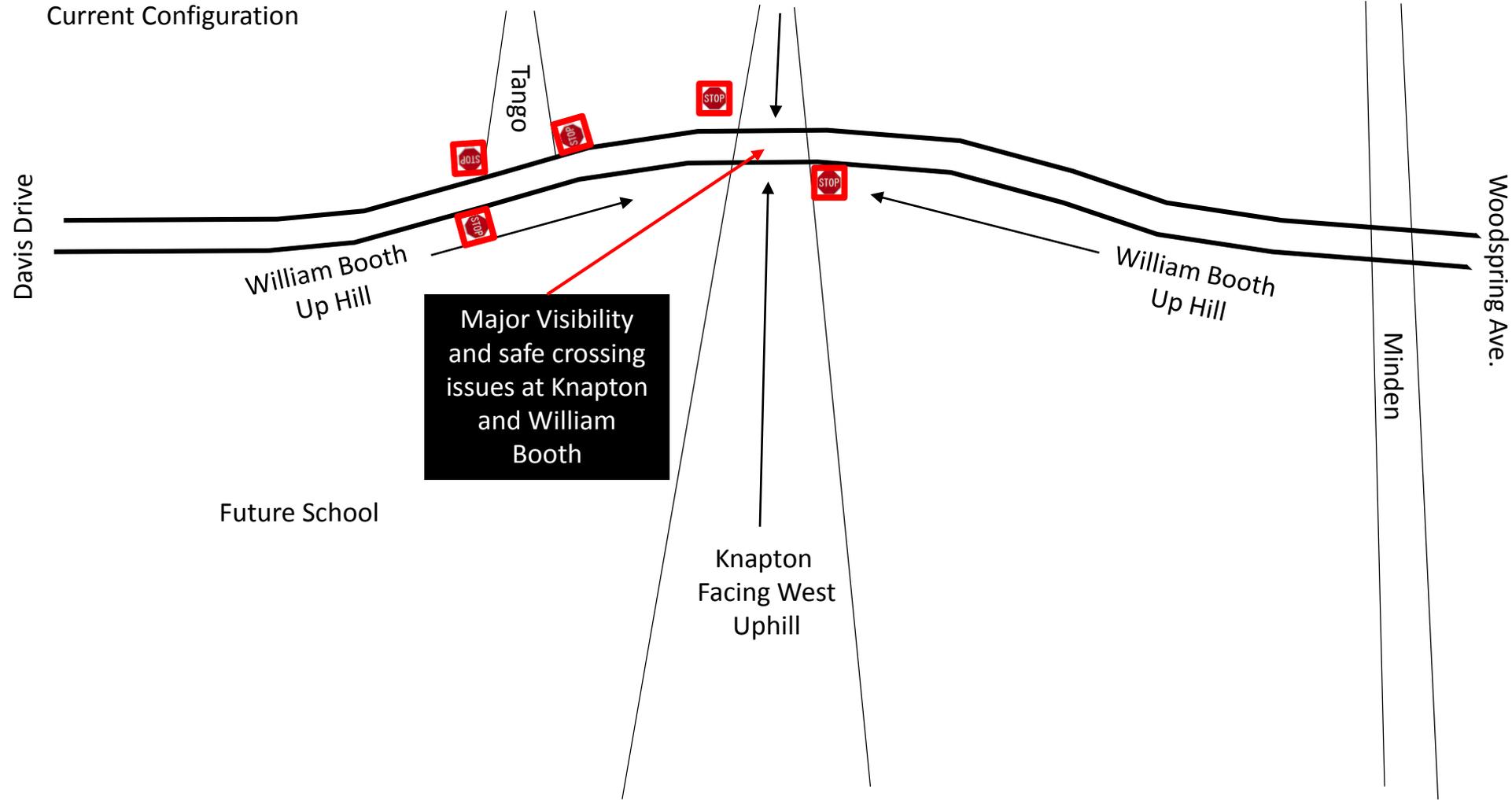
- It is requested that Council direct staff to report back on this request, taking into consideration the concerns of residents, current best practices, and future plans for the road. Should this proposal be acted on, it will greatly improve safety and overall functionality of transportation in this neighbourhood.

School Intersection Best Practices

School	Aligned With Intersection	Stop Sign
Bogart	Yes	Yes
Stone Haven	Yes	Yes
Terry Fox	Yes	Yes
Alexander Muir	Yes	No
Phoebe Gilman	Yes	No
Poplar Bank	Yes	No
Maple Leaf	Yes	No
Clearmeadow	Yes	No
Sir William Mulock	Yes	No
Armitage	Yes	No
Crossland	Yes	No
Sacred Heart	Yes	No
Dr. John M Denison	No	Yes
Huron Heights	No	No
Canadian Martyrs	No	No
St. Nicholas	No	No
St. Paul	No	No
Rogers	No	No
Notre Dame	No	No
Newmarket	No	No
Price Charles	No	No
Stuart Scott	No	No
JLR Bell	No	No
Prince Charles	No	No
Meadow Brook	No	No
Glen Cedar	No	No
Denne	No	No
St Elizabeth Seaton	No	No
St John Chrysostom	No	No

APPENDIX

Current Configuration



Future School

William Booth
Up Hill

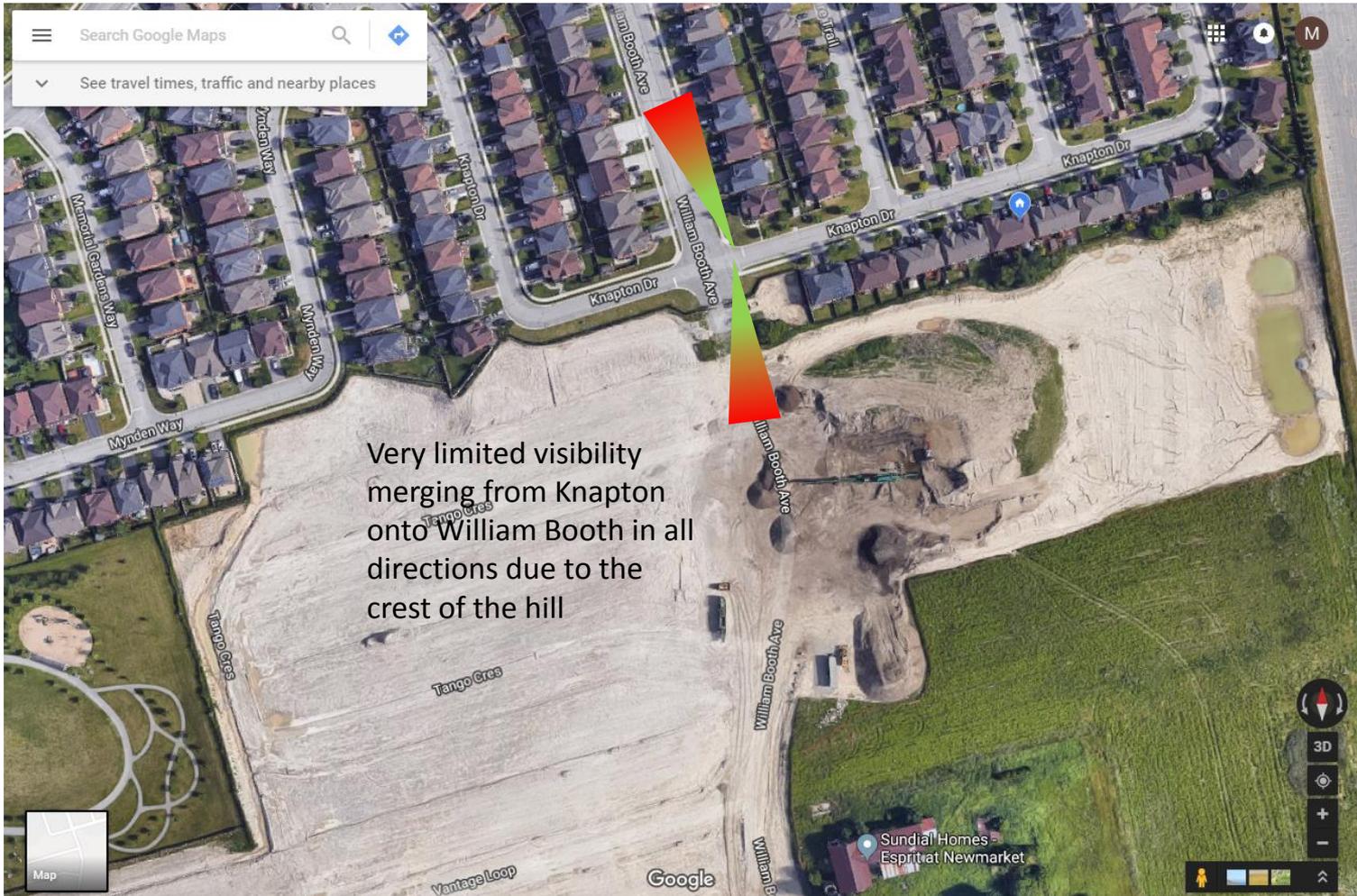
Tango

Knapton
Facing West
Uphill

William Booth
Up Hill

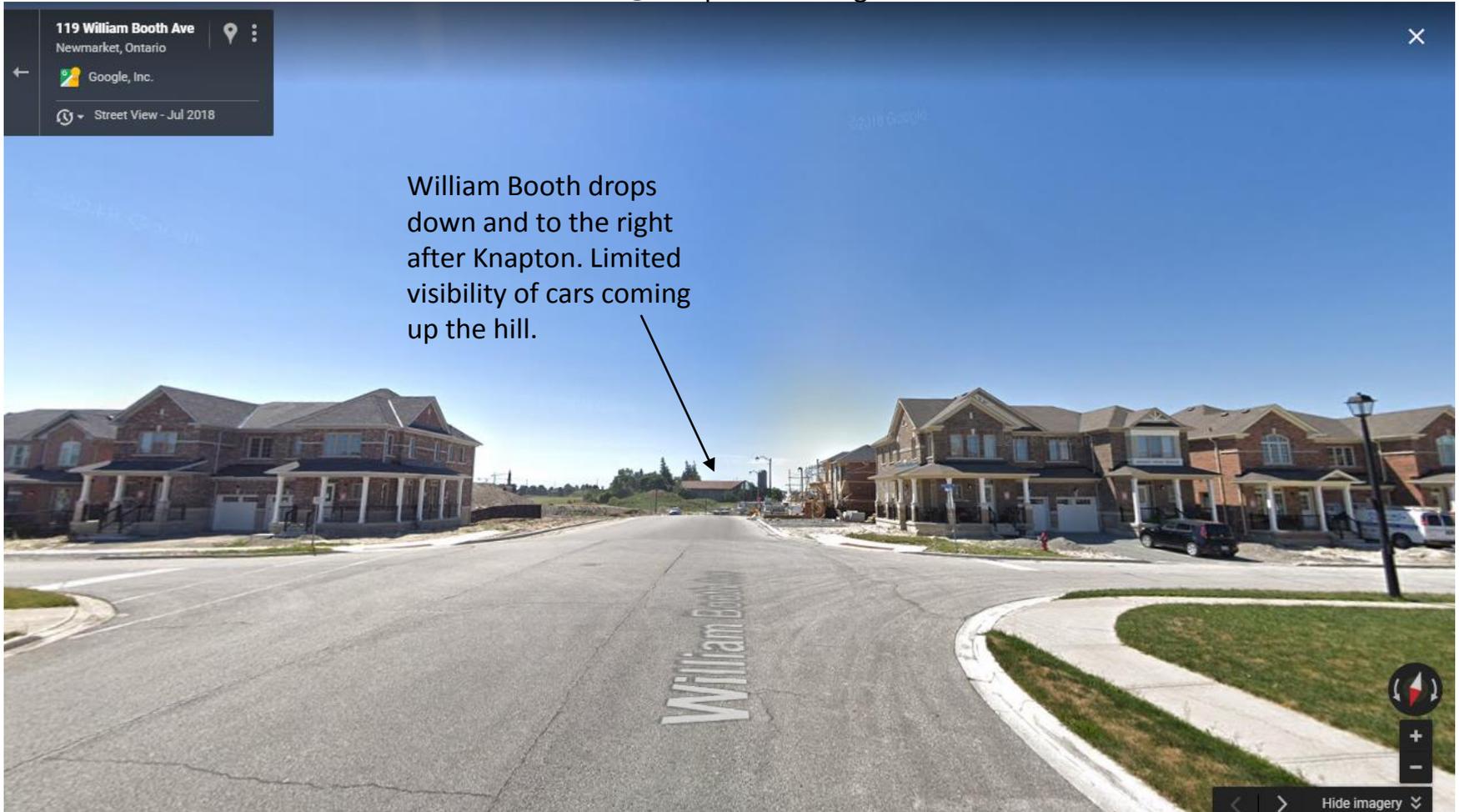
Minden

Woodspring Ave.

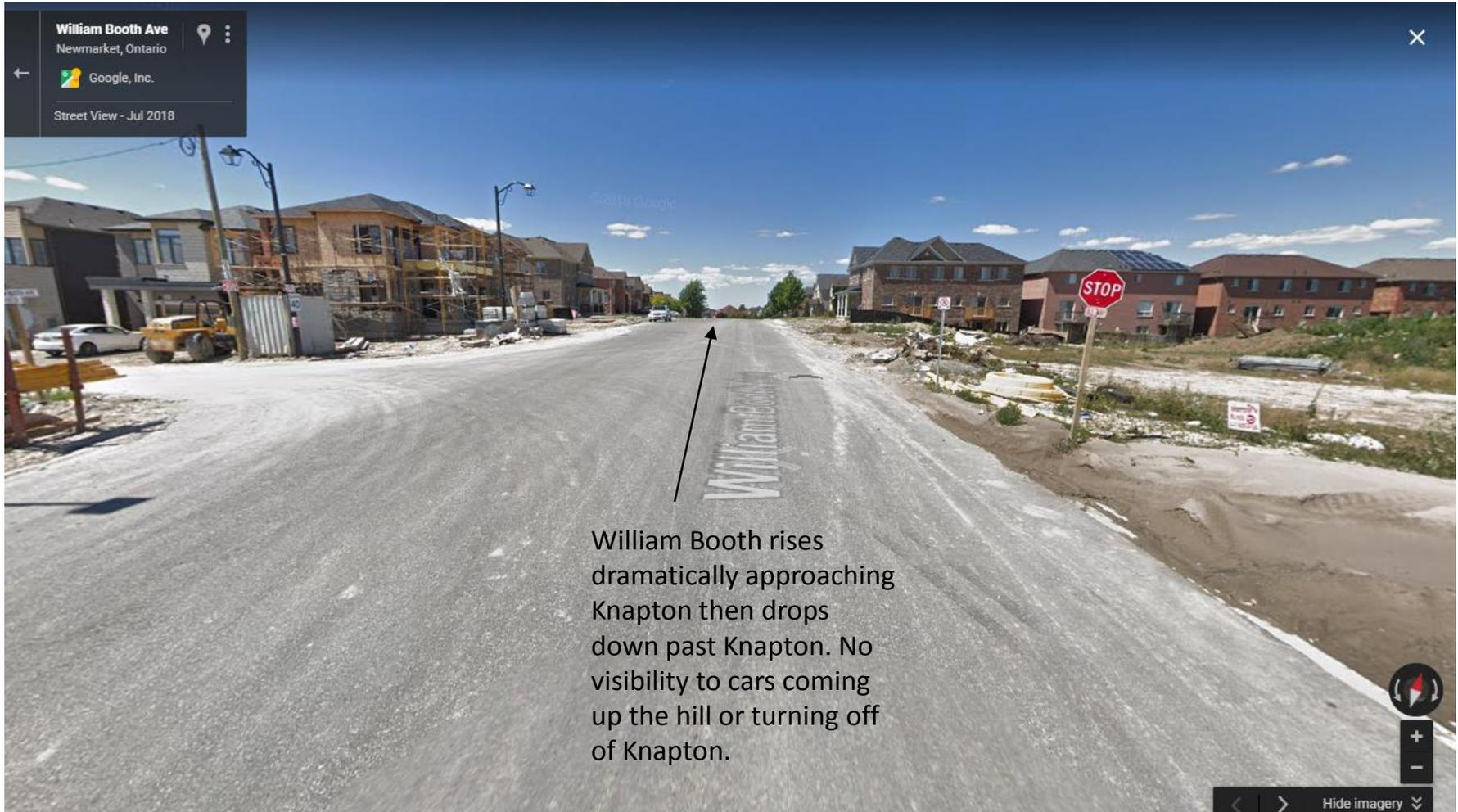


Very limited visibility merging from Knapton onto William Booth in all directions due to the crest of the hill

William Booth @ Knapton – Facing South



William Booth @ Tango (north intersection) – Facing North



Knapton (Facing West) @ William Booth – Looking South On William Booth



Knapton (Facing West) @ William Booth – Looking North On William Booth



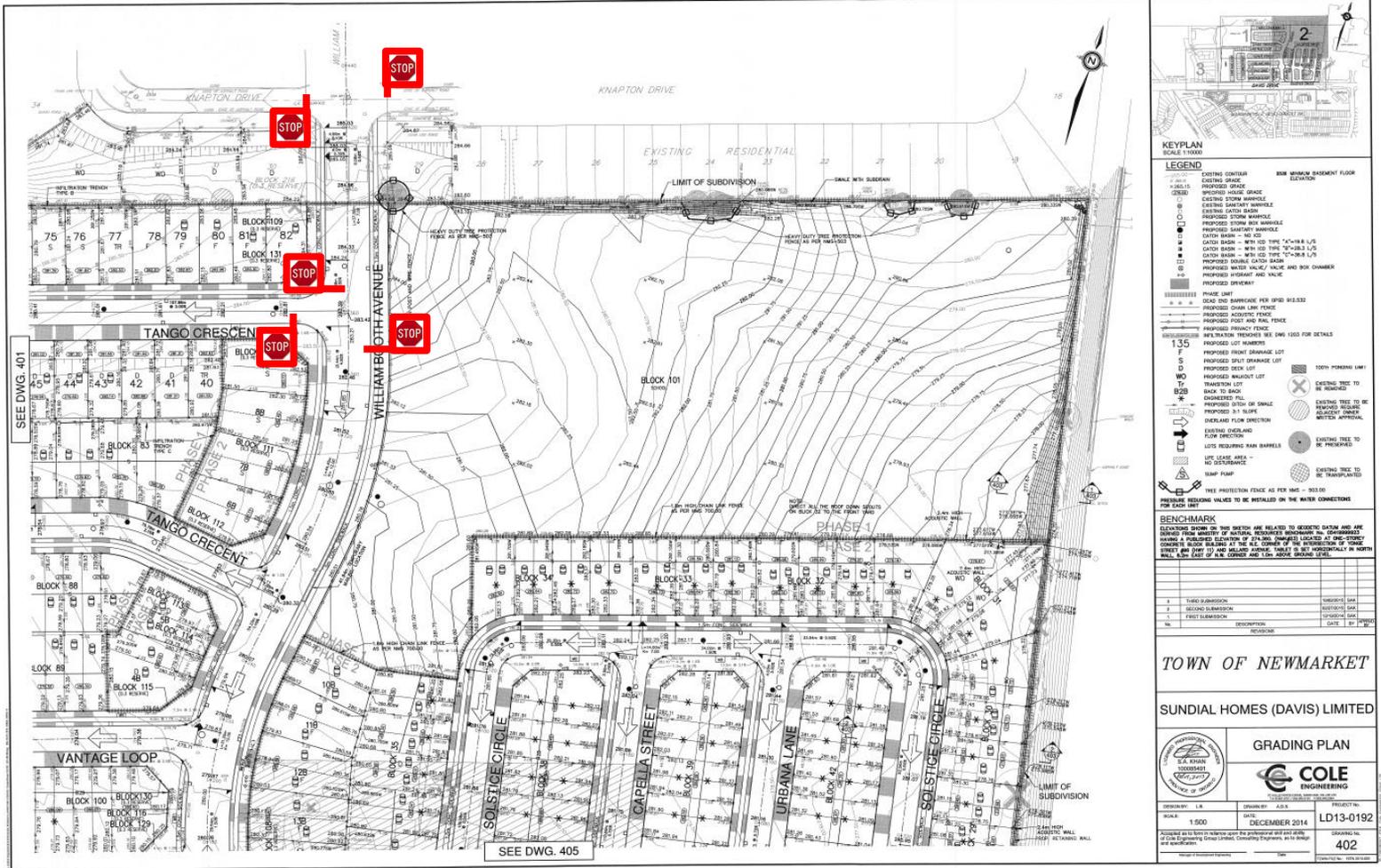
Recommend Stop sign to be placed here

Very hard to see traffic coming South on William Booth up the hill at Knapton. Makes left and right turns challenging and unsafe.

Knapton (Facing East) @ William Booth – Looking South On William Booth



Existing Stop Configuration



KEYPLAN
SCALE: 1/8"=1'-0"

LEGEND

- EXISTING CONTOUR
- EXISTING GRADE
- PROPOSED GRADE
- PROPOSED HOUSE GRADE
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING LOT MARK
- PROPOSED STORM MANHOLE
- PROPOSED STORM MANHOLE
- PROPOSED SANITARY MANHOLE
- CATCH BASIN - NO ISD
- CATCH BASIN - WITH ISD TYPE "A" 18" x 18" L/S
- CATCH BASIN - WITH ISD TYPE "B" 18" x 18" L/S
- PROPOSED DOUBLE CATCH BASIN
- PROPOSED WATER MAIN, VALVE AND BOX CHAMBER
- PROPOSED HYDRANT AND VALVE
- PROPOSED DRIVEWAY

GRADE UNIT

- DEAD END BARRIAGE PER UPD 912.332
- PROPOSED CHAIN LINK FENCE
- PROPOSED ACOUSTIC FENCE
- PROPOSED FRY AND RAIL FENCE
- PROPOSED PRIVACY FENCE
- MULTI-TON TRENCH SEE DWG 1003 FOR DETAILS

135

- PROPOSED FRONT DRIVEWAY LOT
- PROPOSED SPLIT DRAINAGE LOT
- PROPOSED DECK LOT
- PROPOSED MANHOLE LOT
- TRANSITION LOT
- BACK TO BACK
- ENGINEERED FILL
- PROPOSED SLOPE OR SWALE
- PROPOSED 3:1 SLOPE
- OVERLAND FLOW DIRECTION
- ELECTRIC OVERLAND TOWER PROTECTION
- LOTS REQUIRING RAIN BARRIERS
- LIFE LEASE AREA - NO OCCUPANCY
- SUMP PUMP
- TREE PROTECTION FENCE AS PER MAG - 303.0
- PRESSURE REDUCING VALVES TO BE INSTALLED ON THE WATER CONNECTIONS PER MAG

BENCHMARK

ELEVATIONS SHOWN ON THIS SHEET ARE RELATED TO GEODETIC DATUM AND ARE DERIVED FROM ANNOTATION OF NATURAL RESOURCES MINISTRY. THE GEODETIC DATUM HAVING A PROPOSED ELEVATION OF 274.00 Meters LOCATED AT THE "STREET" CORNER BLOCK 101 AT THE N.E. CORNER OF AN EXISTING LOT. THE BENCHMARK SHALL BE SET UP AND MAINTAINED THROUGHOUT THE PROJECT. IT SHALL BE PERMANENTLY IN PLACE AND THE PROPERTY OWNER SHALL MAINTAIN AND PROTECT THE BENCHMARK.

NO.	DESCRIPTION	DATE	BY
1	THIRD SUBMISSION	UNRECORDED	SAH
2	SECOND SUBMISSION	UNRECORDED	SAH
3	FIRST SUBMISSION	UNRECORDED	SAH

TOWN OF NEWMARKET

SUNDAL HOMES (DAVIS) LIMITED

COLE ENGINEERING

GRADING PLAN

DATE: **DECEMBER 2014**

PROJECT NO: **LD13-0192**

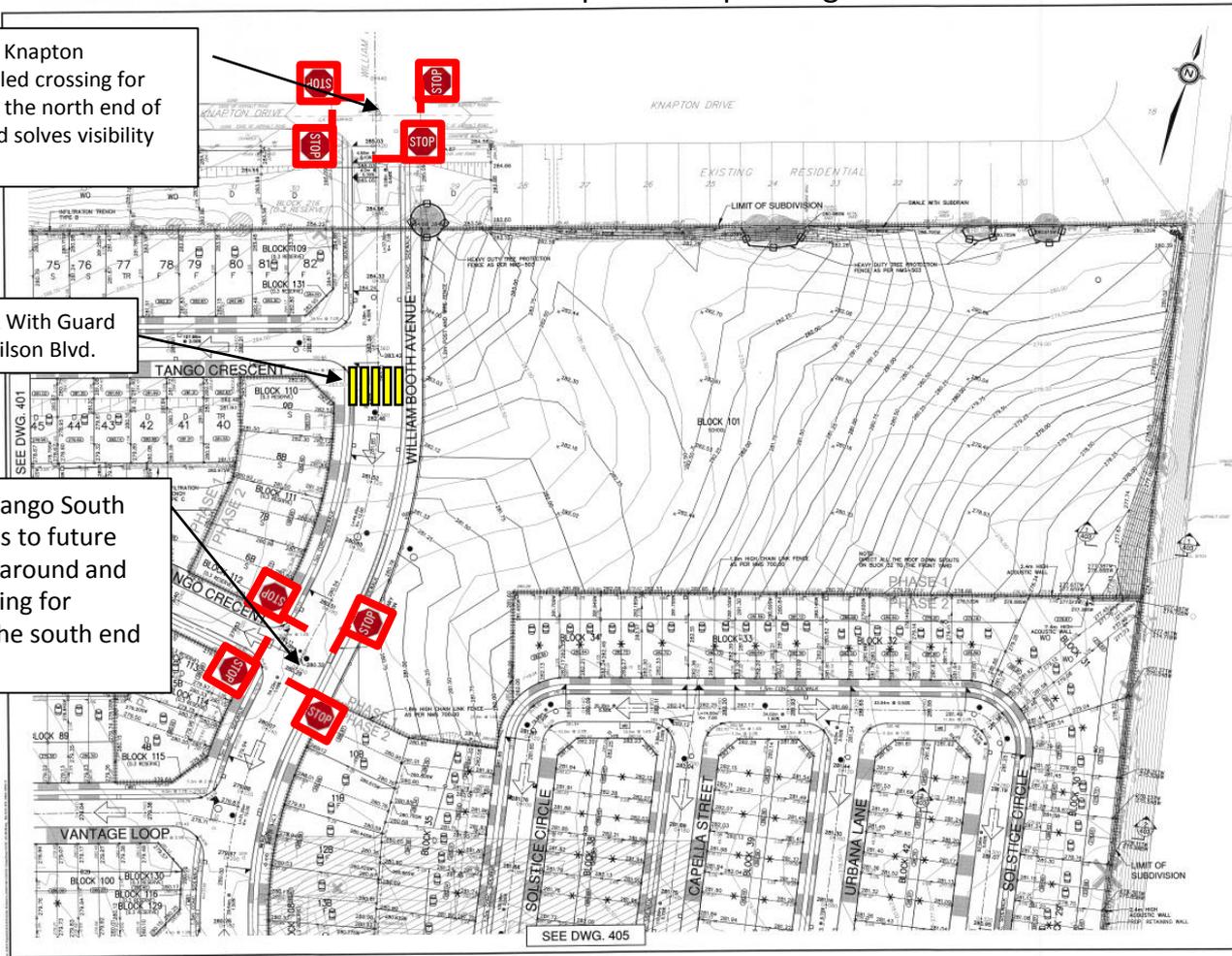
SCALE: **402**

Proposed Stop Configuration

4 Way Stop At Knapton
Allows controlled crossing for pedestrians at the north end of the school and solves visibility issues.

Future Cross Walk With Guard Reference Ford Wilson Blvd.

4 Way Stop At Tango South
Allows for access to future school bus turn around and controlled crossing for pedestrians at the south end of the school



KEYPLAN
SCALE: 1/8"=1'-0"

LEGEND

- EXISTING CONTOUR
- EXISTING GRADE
- PROPOSED GRADE
- PROPOSED MANHOLE
- EXISTING STORM MANHOLE
- EXISTING SANITARY MANHOLE
- EXISTING LOT NUMBER
- PROPOSED STORM MANHOLE
- PROPOSED STORM MANHOLE
- PROPOSED SANITARY MANHOLE
- CATCH BASIN - NO I/O
- CATCH BASIN - WITH I/O TYPE "A" - 18" x 18" L/S
- CATCH BASIN - WITH I/O TYPE "B" - 18" x 18" L/S
- PROPOSED DOUBLE CATCH BASIN
- PROPOSED WATER MANHOLE AND BUS CHAMBER
- PROPOSED HYDRANT AND VALVE
- PROPOSED DRIVEWAY
- PHASE UNIT
- DEAD END BARRICADE PER UPD 912.332
- PROPOSED CHAIN LINK FENCE
- PROPOSED ACoustic FENCE
- PROPOSED POST AND RAIL FENCE
- PROPOSED PRIVACY FENCE
- INSTALLATION REFERRED SEE DWG 1003 FOR DETAILS
- PROPOSED LOT NUMBERS
- PROPOSED FRONT DRAINAGE LOT
- PROPOSED SPLIT DRAINAGE LOT
- PROPOSED DECK LOT
- PROPOSED REAR LOT
- TRANSITION LOT
- BACK TO BACK
- ENGINEERED FILL
- PROPOSED SLOPE OR SWALE
- PROPOSED 3:1 SLOPE
- OVERLAND FLOW DIRECTION
- ELECTRIC OVERLAND FLOW DIRECTION
- LOTS REQUIRING RAIN BARRELS
- LIFE LEASE AREA - NO OCCUPANCY
- SUMP PUMP
- TREE PROTECTION FENCE AS PER MAG - 503.0
- PRESSURE REDUCING VALVES TO BE INSTALLED ON THE WATER CONNECTIONS FOR EACH

BENCHMARK
ELEVATIONS SHOWN ON THIS SHEET ARE RELATED TO GEODETIC DATUM AND ARE DERIVED FROM MONUMENT OF NATIONAL RESOURCES BENCHMARK NO. 028000005 HAVING A PROPOSED ELEVATION OF 274.00 AND LOCATED AT THE CORNER OF THE "ONE-STORY" CONCRETE BLOCK BUILDING AT THE N.E. CORNER OF THE INTERSECTION OF WILSON BLVD. AND FORD WILSON BLVD. ALL BENCHMARK ELEVATIONS SHALL BE INDICATED IN NORTH WALL AND FEET OF 1/4" CORNER AND 1/4" BENCH MARK UPSET.

NO.	THIRD SUBMISSION	DATE	DESCRIPTION
1	THIRD SUBMISSION	12/08/14	REVISED S&M
2	SECOND SUBMISSION	10/07/14	REVISED S&M
3	FIRST SUBMISSION	07/02/14	REVISED S&M

TOWN OF NEWMARKET

SUNDAL HOMES (DAVIS) LIMITED

GRADING PLAN

COLE ENGINEERING

DATE: 1/13/2014
DRAWN BY: LK
CHECKED BY: ADG
DATE: DECEMBER 2014
PROJECT NO: LD13-0192
SHEET NO: 402