



DEVELOPMENT & INFRASTRUCTURE SERVICES – ENGINEERING SERVICES  
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August 25, 2014

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT  
ENGINEERING SERVICES 2014-51**

TO: Committee of the Whole

SUBJECT: Kingsmere Avenue/Ataire Road – All-way Stop Review  
File No.:T08 T.30 Kingsmere

ORIGIN: Director, Engineering Services

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**RECOMMENDATIONS**

**THAT Development and Infrastructure Services Report – ES2014-51, dated August 25, 2014 regarding Kingsmere Avenue/Ataire Road – All-way Stop Review, be received and the following recommendation(s) be adopted:**

- 1. THAT the existing stop control at the Kingsmere Avenue/Ataire Road intersection remain as is due to:**
  - a. not meeting the warrants outlined in the Transportation Management Policy as approved by Town Council**
  - b. safety concerns as outlined in the Ontario Traffic Manual (Book 5) of the Ontario Ministry of Transportation.**

**BACKGROUND**

At its regular meeting of May 5, 2014, Town Council adopted recommendations under “New Business” that stated:

*“57. That staff conduct a traffic feasibility for a 3-way stop installation at Kingsmere Avenue and Ataire Road.”*

As a brief history, the following changes/additions were enacted regarding the local road network:

1. Ataire Road – the parking restrictions were amended in 2009 and 2011.
2. Ivsbridge/Kingsmere intersection – an all-way stop was implemented in 2010.
3. Kingsmere Avenue – an extensive review was conducted for speeding concerns in 2011.
4. Kingsmere Avenue – a Community Safety zone was implemented around Notre Dame Public School in 2012.



## **COMMENTS**

### **1. WARRANTS:**

As per the Town's Council-approved Transportation Management Policy, a standard intersection count was taken at the Kingsmere/Ataire intersection (see map of the study area on Page 4 of this report). These counts were 5 hours in duration (7:00am to 9:00am and 3:00pm to 6:00pm).

The All-Way Stop warrants consist of three (3) parts. The first part does not apply, since the warrant deals with future signalization of the intersection. In this case, traffic signals are not planned for this intersection.

The second warrant examines the number of recorded vehicle collisions in, or adjacent to, the intersection over the last twelve (12) months. Records indicate that no vehicle collisions occurred at the intersection.

The third warrant is divided into two parts, both relating to traffic and pedestrian volumes. The first part of this warrant examines all the vehicles approaching the intersection on an hourly basis. The minimum traffic and pedestrian volume required is an "average hour-vehicle/pedestrian volume" of 500.

The second part of this third warrant examines traffic and pedestrian volumes on an hourly basis along the minor street (Ataire Road in this case). The minimum traffic and pedestrian volume required is an "average hour-vehicle/pedestrian volume" of 200.

Both warrants need to be met at 100% or greater to warrant an all-way stop control. The results of the all-way stop warrant analysis indicate that the all-approach warrant scored 41%, and the minor street warrant is at 20%. Therefore, neither intersection meets the warrants required for an all-way stop control.

### **2. SAFETY**

There are safety issues that need to be considered. More specifically, in regards to the Ontario Traffic Manuals (OTM), the Ministry of Transportation of Ontario outlines additional information and considerations for all-way stop controls. In OTM Book 5 (Regulatory Signs), the Ministry outlines situations in which some uses of all-way stop controls are inappropriate and are to be avoided. When considering the Kingsmere and Ataire intersection, OTM Book 5 discourages the use of all-way stop controls for safety reasons based on the following purposes or conditions:

- As a speed control device;
- Where the protection of pedestrians, school children in particular, is a prime concern.
- As a means of deterring the movement of through traffic in a residential area.

There is a general misconception that All-Way Stop Controls increase safety and reduce speeding. However, this is not the case and All-Way Stop Controls are intended only to govern the right-of-way at an intersection. They are not to be installed for other purposes.

## **PUBLIC CONSULTATION**

No public consultation was undertaken in the preparation of this report.

## **BUSINESS PLAN AND STRATEGIC PLAN LINKAGES**

- Well-planned and connected...strategically planning for the future to improve information access and enhance travel to, from and within Newmarket.

## **HUMAN RESOURCE CONSIDERATIONS**

No impact on current staffing levels.

## **IMPACT ON BUDGET**

### Operating Budget (Current and Future)

No impact on the Operating Budget.

### Capital Budget

No impact on the Capital Budget.

## **CONTACT**

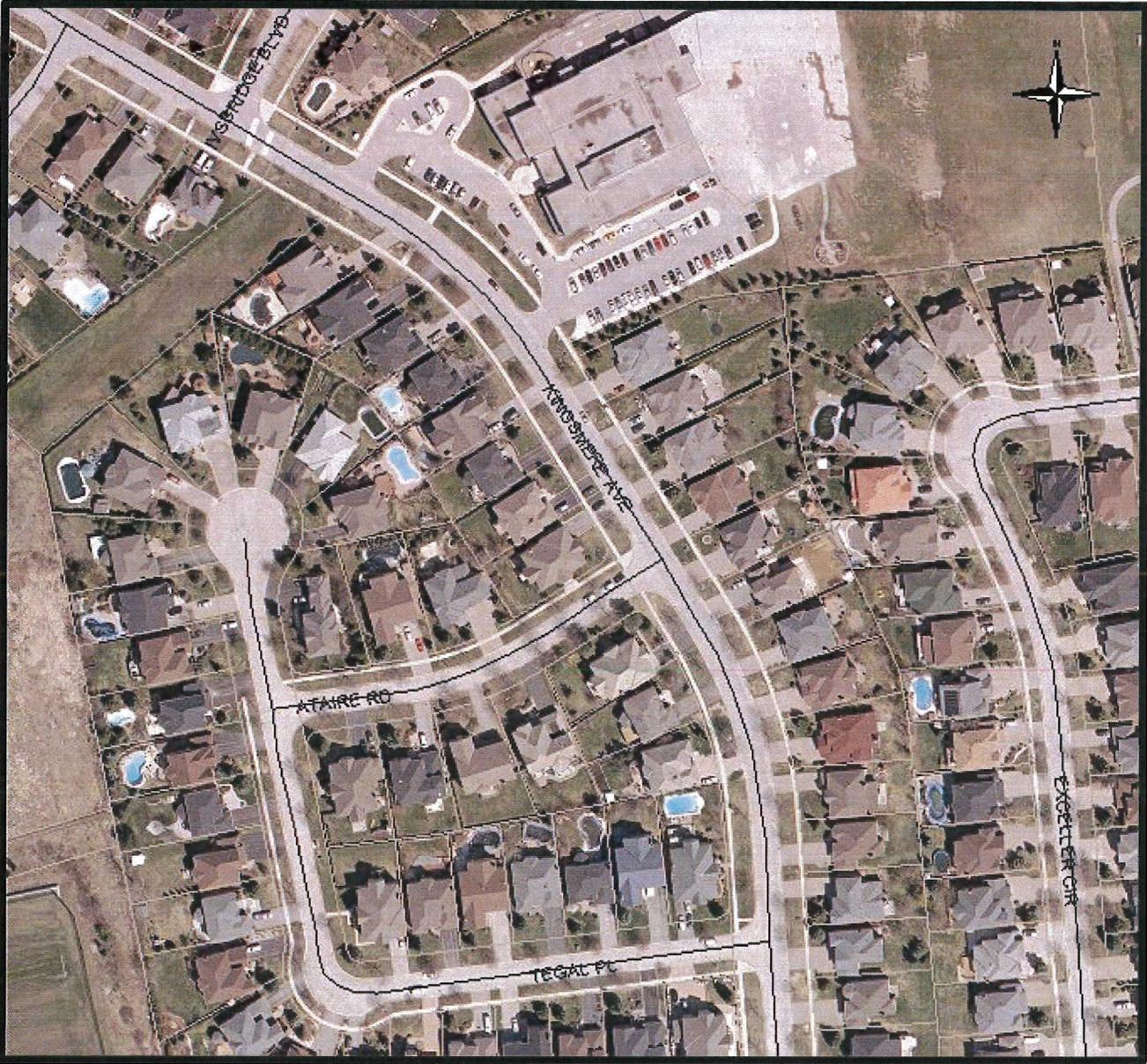
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Study Area  
Kingsmere Avenue - From  
Ivsbridge Boulevard to Tegal Place