



DEVELOPMENT & INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
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January 5, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT
ENGINEERING SERVICES 2015-01**

TO: Committee of the Whole

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

ORIGIN: Director, Engineering Services

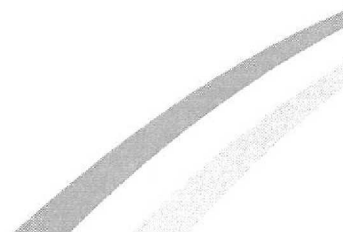
RECOMMENDATIONS

THAT Development and Infrastructure Services Report – ES2015-01 dated January 5, 2015 regarding Kingsmere Avenue/Ataire Road – All-way Stop Review – Update be received and the following recommendations 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) provided by the Ontario Ministry of Transportation**
2. **AND THAT staff consider exploring traffic calming methods for this area, subject to Council's approval of the resourcing plan requested as part of the 2015 budget exercise to enable the implementation of the Town-Wide Traffic Mitigation Strategy received in June 2014.**

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."*
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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 in the vicinity of Notre Dame School in 2012.

At its regular meeting of September 8, 2014, Town Council deferred the Development and Infrastructure Services Report ES2014-51 in order that another traffic study be undertaken to better align with the traffic related to the area schools.

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 revised study examined the PM period from 2:00pm 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 portion 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 portion is divided into two parts, both relating to traffic and pedestrian volumes. The first part 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 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 are required to be met at 100% or greater to justify an all-way stop control. The results of the all-way stop warrant analysis indicate that the all-approach warrant scored 41% for the first study and 49% for the second study, and the minor street warrant is at 20% for the first study and 27% for the second study. Therefore, neither intersection meets the validation required for an all-way stop control. The increase in warrants was primarily due to an increase in traffic volume during the morning time period, and a slight increase in pedestrian traffic during the afternoon time period.

2. SAFETY

There are safety issues for consideration. 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 should not 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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