



Town of Newmarket
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Atkins Drive and Quick Street All-way Stop Request Staff Report to Council

Report Number: 2020-13

Department(s): Engineering Services

Author(s): M. Kryzanowski, Manager, Transportation Services

Meeting Date: February 24, 2020

Recommendations

1. That the report entitled Atkins Drive and Quick Street All-way Stop Request dated February 24, 2020 be received; and,
2. That an All-Way Stop at the intersection of Atkins Drive and Quick Street not be implemented at this time; and,
3. That the Town monitor the intersection as the community continues to build out; and,
4. That school boards be notified of the school bus routing and be asked to implement improvements to student access to the school buses to reduce crossing of streets; and,
5. That York Regional Police be notified of the speeding issues to plan increased enforcement; and,
6. That the Town continue to apply Category 1 traffic calming measures to educate motorists to comply with the speed limits; and,
7. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

The purpose of this report is to summarize the findings and recommendations of the all-way stop review for the Atkins Drive and Quick Street All-Way Stop Control request.

Background

At its regular meeting of June 24, 2019, Town Council referred to staff the request made through a deputation at the preceding Committee of the Whole where a petition was presented, asking the Town to install an All-Way Stop at Atkins Drive and Quick Street.

Discussion

Staff proceeded by conducting a 5-hour traffic count at the intersection. The traffic count was performed in conformance with the Town's Transportation Management Policy, which requires that the number of vehicle turning movements and pedestrian activity be counted between 7:00 AM and 9:00 AM and between 3:00 PM and 6:00 PM.

The subject intersection was then analysed to determine if the All-Way Stop warrants were met. The All-Way Stop warrant consists of three (3) parts. The first part addresses the future signalization of intersections. This part does not apply, since traffic signals are not planned for the intersection.

The second part of the All-Way Stop warrant examines the frequency of recorded vehicle collisions in, or adjacent to, the intersection for the twelve (12) month period prior to the review. A search of our records indicated that no vehicle collisions occurred within the intersection during that time period.

The third part of the warrant deals with both traffic and pedestrian volumes on the major and minor streets of the intersection. Accordingly, staff calculated the total number of vehicles and pedestrians approaching the intersection on an hourly basis, and the average volume on the minor street (Quick Street, in this case).

The results of the all-way stop warrant analysis confirmed that the all-approach volume reached only 60% of the required minimum warrant volume of 200, and the minor street volume was only 56% of the required minimum warrant volume of 100. Therefore, the intersection does not meet the warrants for an All-Way Stop control.

Further to the above, residents in the immediate area were contacted for input as per the Public Consultation and Support Policy. A number of residents stated that an All-Way Stop is not needed at the intersection, whereas a few indicated that an All-Way Stop would add increased safety for pedestrians, and particularly for children.

The petition request for an All-Way Stop specified that speeding on the street and children's safety when interacting with the school buses were of concern. The technical reference documents based on research and experience indicate that All-Way Stop controls are to be used for right-of-way control, and they have been proven ineffective as speed control measures. Unwarranted All-Way Stops create additional issues, such as stop non-compliance, thereby posing a potential new danger to pedestrians. The compliance rate for unwarranted All-Way Stops is low as it has been proven that a number of vehicles will 'run' the stop sign or attempt a rolling stop. Another issue caused

by unwarranted stop signs is an increase in speeds as drivers accelerate away from the intersection to make up for lost time.

Since this request was related to speeding, speed and traffic volume counts were undertaken along Atkins Drive on the road segments that are located on either side of Quick Street. The operating speeds (85th percentile) remained consistent at around 49 to 50 km/h in the data that was collected in both 2017 and 2019. Atkins Drive is considered a minor residential collector (slightly wider pavement surface than other streets in the area, and sidewalks on both sides of the road) and the operating speeds are typical for a minor collector road.

The Town contacted the School Board regarding busing to the area and it was learned that up to four buses can stop in or around Quick Street to provide service to both Stonehaven Public School and Notre Dame CES. The School Board representative noted that school bus drivers stop all traffic for loading or unloading from either side of the street.

Conclusion

It is recommended that:

1. An all-way stop at the intersection of Atkins Drive and Quick Street not be implemented at this time.
2. The Town monitor the intersection as the community continues to build out.
3. The School Boards be reminded to review the routing of school buses, and that they be asked to consider improvements to student access to the school buses to reduce the requirement to cross streets.
4. York Region Police be notified of the speeding concerns and be asked to provide enforcement.
5. The Town continue to apply Category 1 traffic calming measures (radar speed boards, boulevard signage, etc.) to educate motorists to comply with the speed limits.

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.

Consultation

As per the Council-approved Public Consultation and Support Policy, the residents in the immediate area around the intersection were contacted in a letter dated July 12, 2019, soliciting comments and input in the review. Two (2) residents responded. They were generally in favour of an All-Way Stop.

A copy of this report will be provided to both households within the study area and the households included on the petition.

Human Resource Considerations

None

Budget Impact

The cost to monitor and implement any Category 1 measures would be funded through the Transportation Services business unit budgets.

Attachments

None

Approval

Rachel Prudhomme, Director, Engineering Services

Peter Noehammer, Commissioner, Development & Infrastructure Services

Contact

For more information or questions regarding this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-895-5193 extension 2508 or MKryzanowski@newmarket.ca.