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## **Dover Crescent and Burford Street All-way Stop Control Request Staff Report to Council**

Report Number: 2020-11

Department(s): Engineering Services

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

Meeting Date: February 24, 2020

### **Recommendations**

1. That the report entitled Dover Crescent and Burford Street All-way Stop Control Request dated February 24, 2020 be received; and,
2. That the existing stop controls remain; and,
3. 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 Dover Crescent and Burford Street All-way Stop Control request.

### **Background**

At its regular meeting of September 30, 2019, Town Council adopted the recommendations of the preceding Committee of the Whole, at which a deputation request in regards to installing an All-Way Stop at Dover Crescent and Burford Street was referred to staff.

### **Discussion**

To start the All-Way Stop review, a 5-hour traffic count was undertaken at the intersection. The traffic count was performed in conformance with the Town's

Transportation Management Policy, which requires that vehicle turning movements and pedestrian activity be collected 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 indicates that no vehicle collisions occurred at the intersection during that 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 (Burford Street, in this case).

The results of the All-Way Stop warrant analysis confirmed that the all-approach volume reached only 10% of the required minimum warrant volume of 200, and the minor street volume was only 18% of the required minimum warrant volume of 100. Therefore, the intersection does not meet the warrants for an All-Way Stop control.

The immediate area residents 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, while a few indicated an all-way stop would add increased safety to area pedestrians, and to children in particular.

## **Conclusion**

It is recommended that an All-Way Stop control at Dover Crescent and Burford Street not be implemented at this time.

## **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 immediate area residents around the intersection were contacted via letter dated October 28, 2019 soliciting comments and input to the review. Five (5) residents responded with various comments, through which it became evident that the residents were looking for speed control and/or protection of area children playing on or near the street, rather than right-of-way control. 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. As a result, the conclusion of the investigation into this matter suggests that the Town implement Category 1 Traffic Calming Measures at this location, such as lawn signs, speed advisory boards and enforcement rather than All-Way Stop controls as per the Town's Transportation Management Policy.

## **Human Resource Considerations**

None.

## **Budget Impact**

None

## **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](mailto:MKryzanowski@newmarket.ca).