



Town of Newmarket
395 Mulock Drive P.O. Box 328,
Newmarket, Ontario, L3Y 4X7

Email: info@newmarket.ca | Website: newmarket.ca | Phone: 905-895-5193

Stonehaven Avenue Traffic Review Staff Report to Council

Report Number: 2021-41

Department(s): Engineering Services

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

Meeting Date: June 14, 2021

Recommendations

1. That the report entitled Stonehaven Avenue Traffic Review dated June 14, 2021 be received; and,
2. That Category 1 measures be approved; and
3. That a painted median through the curved section of Stonehaven Avenue, west of Best Circle, approaching the commercial area at Bayview, be implemented; and,
3. THAT this report be forwarded to York Region Police to provide traffic enforcement, as they deem necessary; and,
4. That the traffic control review (for all-way stops or other stop control) be undertaken when traffic volumes have returned to a more normal level after the pandemic; and,
5. 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 outline the findings and next steps resulting from the traffic speed and traffic control review as requested by Town Council.

Background

At the electronic Committee of the Whole meeting on October 26, 2020, the Committee adopted the following recommendations:

- That Council direct Staff to review and report back to Council with options for temporary and permanent traffic calming measures or features to be added to Stonehaven Avenue; and,
- THAT Council direct Staff to review and report back to Council regarding a three way stop to be added to the west side of Best Circle and Stonehaven Avenue.

Discussion

Staff undertook the necessary studies to look at speeds and volumes on Stonehaven Avenue. As for the traffic control studies for the placement of an all-way stop or other right-of-way control measure along the road section, Staff recommends that this part of the request be deferred until traffic and pedestrian volumes return to a more normal level after the pandemic. Currently, the measured volumes do not meet the warrants to install an all-way stop, but volumes could be uncharacteristically low at this time due to less commuting, with residents working from home and schools being closed. It is not expected that the volumes will increase enough to reach the threshold required to meet the warrants at a later time, but it would be fairer to the community to make that determination once the travel patterns have returned to a new normal state.

Stonehaven Avenue is a main east-west primary residential collector that is located between Bayview Avenue and Leslie Street. The roadway has sidewalks on both sides. Over the past few years, the west side of Stonehaven Avenue has experienced growth, with a residential subdivision accessing from Dillman Avenue (National Homes subdivision), and the commercial development at Bayview Avenue. The impact from the growth can be noted in the table below. The daily volumes (AADT) are found to be higher in the west half of Stonehaven Avenue, and have fluctuated over the years.

Speeds

The following table illustrates the average and operating speeds for Stonehaven Avenue over several years. The Average value is the average speed of vehicles travelling along the road section. The Operating value is the 85th percentile speed, or the speed at or below which 85 percent of vehicles travel. “AADT” is the average daily traffic volume that was measured.

	Bayview to Best			Lockwood to Leslie		
	Average	Operating	AADT	Average	Operating	AADT
2021	49	55	4950			
2020				45	52	3490
2019	49	55	6370	45	52	3970
2016	49	56	4410			

The speeds remain relatively consistent for both halves of Stonehaven Avenue, but they are slightly lower along the east half. In 2019, Stonehaven Avenue, east of the Kingsmere/Lockwood intersection was subject to the traffic-calming bollard program but

in which a series of more than the standard 3 sets of bollards was installed. The slightly lower speeds may be attributable to the success of the multiple bollard program pilot.

As for the specific request regarding permanent traffic calming measures, the Active Transportation Implementation Plan (ATIP) has identified Stonehaven Avenue as a candidate for a permanent bicycle route and bike lanes. It has been seen through the review of other existing bicycle lanes in Newmarket that travel speeds are lowered as a result of the additional pavement markings and the visual narrowing of the vehicle travel lanes through the addition of bike lanes. This finding conforms with the known fact in the transportation sector that bike lanes act as effective measure for traffic calming.

As for temporary traffic calming measures, the speeds are at the policy limit on the west half of Stonehaven Avenue which, according to the Town's policy, means that Category 1 measures would apply. These measures include placing the road on the solar speed board rotation list and deploying boulevard signs to slow traffic down. Category 1 measures also call for York Regional Police to be asked to provide speed enforcement.

In this case, Staff also recommends the painting of a centre line median through the curved section of Stonehaven Avenue, approaching the commercial area at Bayview Avenue. This is similar to what was implemented on Queen Street between Parkside and Lorne Avenue, and also through the forested section of Bristol Road. This measure has been found to be successful at reducing speeds and vehicle collisions. [Click or tap here to enter text.](#)

Conclusion

It is recommended that Category 1 measures be deployed for speed mitigation. Furthermore, enhanced pavement markings on Stonehaven Avenue, west of the Best Circle west arm approaching the commercial section at Bayview Avenue could be implemented in the form of a painted widened median through the curved section. As well, it is recommended that the Traffic Control review be postponed until traffic levels return to a more normal level after the pandemic.

Business Plan and Strategic Plan Linkages

This review addresses the Council Strategic Pillar entitled "Safe Transportation (Streets)". More specifically, the project addresses the following priorities under the "Safe Transportation (Streets)" Strategic Pillar:

- ii) Continue to implement the traffic mitigation strategy and Active Transportation Plan and explore/advance an off-road Mullock multi-use path;
- v) Develop a 'complete street' design and construction/reconstruction methodology to support ongoing safe street initiatives and continue to explore design options related to speed reduction, where appropriate.

Consultation

No consultation was undertaken in the preparation of this report. The request came directly from Council (Committee of the Whole).

Human Resource Considerations

None.

Budget Impact

The costs of any Category 1 measures implemented are already accommodated through the Transportation Business Unit's Operating Budget.

Attachments

None.

Approval

Rachel Prudhomme, M.Sc., P.Eng.,
Director, Engineering Services

Peter Noehammer, P.Eng.,
Commissioner, Development & Infrastructure Services

Contact

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-953-5300, extension. 2508.