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Alex Doner Drive Traffic Review – Sykes Road to Kirby Crescent Staff Report to Council

Report Number: 2021-50

Department(s): Engineering Services

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

Meeting Date: June 14, 2021

Recommendations

1. That the report entitled “Alex Doner Drive Traffic Review – Sykes Road to Kirby Crescent” dated June 14, 2021 be received; and,
2. That Category 1 measures be approved for this section of Alex Doner Drive; and,
3. That this report be sent to York Regional Police to provide enforcement as they deem necessary; and,
4. That the traffic control review (such as all-way stops) 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 results of the traffic review, and to provide the next steps with respect to mitigation.

Background

At the electronic Committee of the Whole dated July 22, 2020, the Committee referred a request to review traffic control and traffic calming measures on Alex Doner Drive from Sykes Road to Kirby Crescent.

Staff undertook the necessary studies to look at speeds and volumes on Alex Doner Drive. 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 and until the development of Glenway West is completed. Deferring the traffic control studies until after Glenway West is completed will help to take into account the increase in the number of drivers and residents in the area, which will be impacting both traffic and pedestrian volumes.

Discussion

Alex Doner Drive is a residential collector road with sidewalks on both sides of the street. An all-way stop control exists at the Sykes/Alex Doner and the Kirby/Brimson/Alex Doner intersections. This section of Alex Doner Drive has two distinctly different road designs or geometrics. The section from Sykes Road to Otton Crescent (east) has gentle curves with houses on one and then on both sides of the road. The section from Otton Crescent (east) to Kirby Crescent has a long straight section to the old golf cart path area, followed by another longer straight section to Kirby Crescent. Houses are located on both sides of the street along this latter section.

The traffic information collected in 2021 shows that speeds are slightly higher in the straight sections (east of Otton Crescent). The speeds over time have been dropping slightly. The daily traffic volumes (AADT) have dropped a little over 20% from 2016. This is likely due to the pandemic, with less commuting as a result of residents working from home and schools being closed. In general, Staff has found that traffic volumes have been up to 30% lower than normal. However, speeds have been generally unaffected by the pandemic.

Road Segment	2021			2016			2011		
	Average	Operating	AADT	Average	Operating	AADT	Average	Operating	AADT
Sykes to Borland	37	43	1130						
Borland to Otton	43	50	940						
Otton to Kirby	44	52	950	47	54	1230	46	53	1330

Given the data in the above table and that Alex Doner Drive is a residential collector road, the Transportation Policy indicates that Category 1 measures would apply to reduce speeds. Therefore, solar speed boards and lawn boulevard signs will apply and, given the road geometrics, this may be a good location for York Regional Police to provide speed enforcement.

Conclusion

Category 1 measures are recommended to mitigate the current level of speeding. As well, it is recommended that the Traffic Control review be postponed until traffic volumes

return to a more normal level and the development of Glenway West has been completed along Alex Doner Drive.

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), as opposed to using the standard requirements set out in the Public Consultation and Support Policy.

Human Resource Considerations

None

Budget Impact

Category 1 measures are funded from the Transportation Services Operating budget. There are sufficient funds to accommodate the recommendations.

Attachments

None.

Approval

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

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

Contact

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