



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

Crossland Gate Traffic Review Staff Report to Council

Report Number: 2024-23

Department(s): Engineering Services

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

Meeting Date: April 29, 2024

Recommendations

1. That the report entitled Crossland Gate Traffic Review dated April 29, 2024, be received; and,
2. That no changes to the parking restrictions on Crossland Gate be implemented at this time; and,
3. That urban shoulders be considered on Crossland Gate between Alex Doner Drive and Eagle Street West for 2024; and,
4. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

Purpose

This report aims to outline the findings of a survey conducted for the Crossland Gate community (from Alex Doner Drive to Eagle Street West), as discussed during the Ward 6 and 7 community meeting on September 7, 2023. The purpose of the survey was to gauge support for a potential change in parking restrictions aimed at providing passive traffic calming on the roadway. Additionally, the report will outline the next steps in the process.

Background

Crossland Gate is designated as a minor collector road. The Town has been reviewing the speeds on Crossland Gate to determine feasible mitigation measures. A traffic study was conducted for Crossland Gate between Alex Doner and Eagle Street West in April

2016 and again in October 2023. Table 1 illustrates the collected traffic information, including speed and volume data. The operating speed is the speed at which 85% of the traffic is travelling at or below. The operating speed is used in the industry to determine mitigation measures.

A full examination of the speeds in Table 1 reveals that these speeds would not warrant aggressive measures such as speed humps (Category 2). However, the data warrant Category 1 traffic calming measures.

Table 1. 7- Day Traffic Study Data

Year	Average Speed (km/h)	Operating Speed (km/h)	Average Daily Traffic (ADT)
2023	46	51	2,871
2016	48	55	2,411

Category 1 traffic calming measures are less intrusive measures designed to reduce speeds. Typically, these measures include signage, pavement markings, parking changes, York Regional Police enforcement, and Speed Management program items, such as solar speed boards, lawn signs, and bollards.

To date, several Category 1 measures, such as lawn signs and solar boards have been implemented in the studied area over the past years. Additionally, a Category 2 measure was installed at the Crossland Gate/Peevers Crescent/Eagle West intersection in 2022, in the form of curb radii reduction, also known as curb bump-outs. Although bollards have been planned on Crossland Gate between Alex Doner Drive and Eagle Street West in the past, challenges such as street geometrics and the continuous on-street parking have prevented safe implementation.

One proposed idea is to use the on-street parking as a speed mitigation measure. This concept was discussed with some residents at the Ward 6 and 7 community meeting on September 7, 2023. On-street parking is recognized as a passive and variable method of traffic calming.

Currently, parking is restricted on the north side and allowed on the south side of Crossland Gate between Alex Doner Drive and Eagle Street West. When cars are parked on the south side, the travel portion of the road is reduced causing a visual narrowing. This visible narrowing should prompt drivers to slow down. However, Crossland Gate is constructed to an older collector road standard (approximately 9.7 meters), so it is wider than what is constructed now. Consequently, the on-street parking will have less impact on speeds. To create a more effective traffic calming measure through parking, the idea is to provide parking on the north side of the street with potential parking restrictions on the south side or in various combinations, as shown in Appendix A.

Discussion

The survey submitted to the residents included four options (see Appendix A). Option 1 looked at retaining parking on the south side and creating openings on the north side. Option 2 considered staggering parking on both the north and south sides but without having on-street parking directly opposite each other. Option 3 proposed staggering parking on both sides, allowing parking directly opposite each other on both sides with gaps. Option 4 was the 'status quo' option which did not support any parking changes but preferred other traffic calming measures.

As part of this traffic review, letters dated December 15, 2023, were individually mailed to fifty-eight households, soliciting their input. The results of the survey are shown in Table 2. The Town received twenty responses out of the fifty-eight households in the community resulting in a 34% response rate.

Table 2. Survey Results

Description	No Response	Total Responses (Min. 50% Required)	Option 1	Option 2	Option 3	Option 4 (No Change)
Count	38	20	5	3	2	10
Percentage Total 58 Households	66%	34%	25%	15%	10%	50%

The results indicated that half of the responding households supported one of the three parking reconfiguration options, while the other half supported no change. Therefore, the Town will not proceed with any parking reconfiguration as a traffic calming measure.

For the next steps, the Town will continue deploying the solar radar boards and lawn signs on this section of Crossland Gate. Additionally, the Town has been implementing urban shoulders, which are white lines near the curb of various widths that resemble bike lanes but are not (see Figure 1 below). Urban shoulders do not impact parking. With the existing on-street parking, the yellow centre line, road geometrics and urban shoulders, there are considerable amount of passive traffic calming measures on the roadway to mitigate speeds to some degree.



Figure 1. Example of Urban Shoulders

Conclusion

It is recommended to maintain the existing parking restrictions ,and include the section of Crossland Gate between Alex Doner Drive and Eagle Street West in the Urban Shoulder program for 2024.

Business Plan and Strategic Plan Linkages

Well-planned and connected... strategically planning to improve information access and enhance travel to, from, and within Newmarket.

Consultation

Consultation was carried out with fifty-eight households that could be affected by the proposed changes. Residents were invited to share their feedback by letters mailed to them on December 15, 2023. Residents will have a second opportunity to comment by providing a written, electronic, or in-person deputation to the Committee of the Whole when this matter is heard. Each of the fifty-eight households will receive a copy of this report along with the date and time of the Committee of the Whole session during which they can provide a deputation.

Human Resource Considerations

None.

Budget Impact

Funds for the required Urban Shoulders would come from the Transportation Services Operating budget. The cost would be approximately \$500.00. There are sufficient funds in this account to cover cost.

Attachments

Appendix A – Crossland Gate Parking Survey

Approval

S. Majdi, M.Sc., P.Eng., Strategic Business Leader, Engineering Services

Peter Noehammer, P.Eng., 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