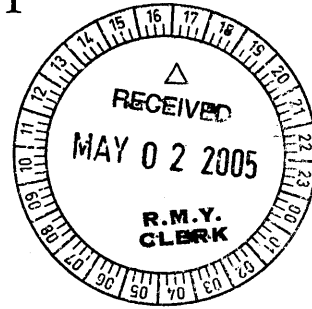




TOWN OF NEWMARKET

Anita Moore, AMCT
Town Clerk
905-953-5300, ext. 237
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April 27, 2005

Mr. Denis Kelly, Clerk
The Regional Municipality of York
17250 Yonge Street
Newmarket, ON L3Y 4V9

REGION OF YORK
CLERK'S OFFICE

FILE No. - *906*

Dear Mr. Kelly:

**RE: Resolution R6-2005
Traffic Congestion**

I am writing to advise that the Town of Newmarket Council at the regular meeting held on Monday, April 11, 2005 adopted the above referenced resolution with respect to traffic congestion.

I attach a copy for your review and action.

Also enclosed is a copy of Joint Legal and Development Services (Planning) and Public Works and Environmental Services Report 2004-14.

Yours sincerely,

Liz Gibson
Deputy Clerk

LG:lm

Enclosures (2)

copy: Mr. Kees Schipper, Commissioner of Transportation and Works

Newmarket, celebrating our heritage while capturing the promise of tomorrow"

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April 11, 2005

Moved by: Regional Councillor Van Bynen

Seconded by: Councillor Blight

RESOLUTION R6-2005

WHEREAS the Council of the Town of Newmarket has adopted Joint Legal and Development Services (Planning) and Public Works and Environmental Services Report 2004-14 concerning traffic congestion in the Town of Newmarket;

AND WHEREAS recommendation #1(c) of Joint Legal and Development Services (Planning) and Public Works and Environmental Services Report 2004-14 recommends that the Region of York be requested to expand their transportation model for Newmarket beyond the morning peak period to also include the afternoon peak period and Saturday to reflect the days and times when congestion is the worst, in order to better define the traffic congestion problem;

AND WHEREAS the Region of York is planning for the Yonge Street corridor in Newmarket to be developed as a Regional Centre with an intensified mix of residential, commercial and institutional uses;

AND WHEREAS the Region of York has initiated the process for a consolidated Environmental Assessment (EA) for the Yonge Street Rapid Transit Plan and the Yonge Street widening in Newmarket;

AND WHEREAS an EA is an appropriate process to undertake a transportation analysis to determine necessary road improvements for traffic from existing and future land use for all time periods;

AND WHEREAS the current Regional transportation model for Newmarket and the Region currently reflects the morning peak period only for the purposes of the Transportation Master Plan;

AND WHEREAS the Region of York's Transportation Master Plan guides the development of infrastructure improvements within the 10 year Regional Capital Works Plan;

AND WHEREAS the afternoon peak period and Saturdays are recognized as important time periods in developing commercial area infrastructure;

AND WHEREAS the use of transportation models using afternoon peak periods and Saturdays is an accepted practice in other municipalities in Ontario such as the City of Toronto;

THEREFORE BE IT RESOLVED by the Municipal Council of the Corporation of the Town of Newmarket as follows:

1. **THAT** the Region of York, through the consolidated EA process for the Yonge Street Rapid Transit Plan and the Yonge Street widening in Newmarket, be requested to expand its transportation model for Newmarket beyond the morning peak period to also include the afternoon peak period and Saturdays to reflect the days and times when congestion is the worst, in order to better define the traffic congestion problem, and provide solutions and timing of improvements;
2. **AND THAT** the Region of York be requested to include Newmarket staff in the development of the revised model;
3. **AND THAT** the Region of York be requested to ensure that the Regional Transportation and Works Committee includes this request in the consolidated EA for Yonge Street;
4. **AND THAT** a copy of this Resolution and Joint Legal and Development Services (Planning) and Public Works and Environmental Services Report 2004-14 be provided to Regional Council and the Regional Commissioner of Transportation and Works.

Tom Taylor, Mayor



TOWN OF NEWMARKET

LEGAL AND DEVELOPMENT SERVICES (PLANNING) AND
PUBLIC WORKS & ENVIRONMENTAL SERVICES

(905) 953-5321

planning@town.newmarket.on.ca

May 28, 2004

JOINT LEGAL AND DEVELOPMENT SERVICES (PLANNING) AND PUBLIC WORKS & ENVIRONMENTAL SERVICES REPORT 2004-14

TO: Committee of the Whole

SUBJECT: Report on Traffic Congestion

ORIGIN: Mayor's Inaugural Address

RECOMMENDATIONS

THAT Joint Legal and Development Services and Public Works and Environmental Services Report 2004-14 dated May 28, 2004 regarding traffic congestion be received and the following recommendation(s), be adopted:

- 1. THAT staff be directed to implement and where required initiate discussions with all affected parties necessary to implement the immediate and short-term solutions to traffic congestion identified in this report as follows:**
 - a. THAT staff meet with representatives of Upper Canada Mall and Canadian Tire to discuss the construction of an internal driveway connection between the two sites;**
 - b. THAT staff meet with representatives of Upper Canada Mall and the Region of York to discuss opportunities for a new west-bound exit onto Davis Drive;**
 - c. THAT the Region of York be requested to expand their transportation model for Newmarket beyond the AM peak period to also include the PM peak period and Saturday to reflect the days and times when congestion is the worst, in order to better define the traffic congestion problem;**
 - d. AND THAT the Region of York be requested to consolidate and expedite the Environmental Assessment process for the Rapid Transit Plan and the Yonge Street widening in Newmarket.**
 - e. AND THAT the Town create guidelines to govern traffic impact studies so that development traffic can be properly assessed as it impacts local and Regional roads and to ensure that the appropriate infrastructure is in place to control traffic congestion before the development occurs;**

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- f. AND THAT the Town submit formal written comments to the Provincial Greenbelt Protection Task Force through a formal Council Resolution as it relates to greenbelt protection and, in particular, the need for the Greenbelt Protection legislation to proceed in conjunction with the Province's GTA Growth Management Study.**
- g. AND THAT the Town continue to support and coordinate efforts of the Road Watch Committee and the Safe Streets Nice Neighbourhood program by the York Regional Police.**
- h. AND THAT the Town undertake the development of a Neighbourhood Traffic Management Guide for staff and residents.**
- i. AND THAT the Town submit a resolution to York Region to shorten the timeframe for the widening of Bathurst Street.**
- j. AND THAT the Town submit a resolution to York Region to accelerate the timeframe for improvements on Davis Drive, particularly in the Main Street/Davis Drive/Charles Street/Bayview Parkway area in support of the ongoing expansion of the Southlake Regional Health Centre.**
- k. AND THAT the Town submit a resolution to York Region and the Province of Ontario to immediately widen Highway 404 to three lanes in each direction to at least Davis Drive.**
- l. AND THAT the Town submit a resolution to York Region and the Province of Ontario to immediately improve the Highway 404 and Mulock Drive interchange to a full interchange.**
- m. AND THAT the Town submit a resolution to York Region to require the widening of Leslie Street from south of Mulock Drive to Wellington Street in the Town of Aurora and to include said works within the Region's 10-year construction plan.**
- n. AND THAT the Town undertake a stop sign removal program to remove unwarranted stop signs, and further, that the Town erect signs in municipal parking lots requesting drivers to shut off their vehicles while waiting to pick-up or deliver people to municipal facilities in order to minimize the environmental impacts associated with idling vehicles.**
- o. AND THAT Council continue to support subdivision and site plan applications and road reconstruction programs that include and promote the linkage of communities through integrated trail systems, including pedestrian and bike trails.**
- p. AND THAT the mandate for the staff committee currently drafting a Site Plan Accessibility Checklist be expanded to develop a more broad Site Plan Policy for Council's consideration that will take into consideration pedestrian safety within site plans including, where feasible and appropriate, requirements for dedicated pedestrian walkways within all site plan applications.**

- q. AND THAT Council continue to support and lobby the Province to maintain the operation of the Newmarket GO Station on Davis Drive in order to minimize the number of vehicles that otherwise will have to travel on Main Street north of Davis Drive to get to the new GO Centre in East Gwillimbury.**
- r. AND THAT the Town request York Region to review all draft plans of subdivision based on the existing and future available capacity of the entire transportation network, as opposed to the localized road network only, so that development applications are evaluated based on transportation network capacity as well as water and sanitary capacity.**
- s. AND THAT the Town support York Region's efforts to develop a Travel Demand Program and Transportation Management Association within the Town.**
- t. AND THAT staff continue to review any development applications in surrounding municipalities to determine the impact on Newmarket's traffic congestion and to suggest a course of action to be taken by Newmarket if necessary.**
- u. AND THAT staff undertake, in conjunction with the Region where necessary, annual origin-destination studies at key intersections in order to establish base-line counts and to monitor the flow of traffic in and through the Town.**
- 2. AND THAT the balance of the medium and long-term solutions to traffic congestion identified in this report be referred to the Official Plan Review and Strategic Plan to establish guiding principles and a policy framework for land use and infrastructure development to mitigate traffic congestion in the Town of Newmarket.**
- 3. AND THAT a copy of this report be provided to the Region of York, Town of East Gwillimbury, Town of Aurora, Township of King and Town of Whitchurch-Stouffville.**
- 4. AND THAT staff report back to Council every 6 months with a status update on the works completed to date.**

EXECUTIVE SUMMARY

This report responds to the Mayor's request for staff to prepare a comprehensive report regarding traffic congestion in Newmarket and in particular to set out an approach to the immediate and long-term solutions to traffic congestion in the municipality.

There are four general sections to the report, as follows: (1) Defining the Problem – Existing Problems ('Hot Spots' and Trends); (2) Immediate Solutions (Quick Hits); (3) Influences on Traffic; and (4) Medium and Long-Term Initiatives.

Defining the Problem ("Hot Spots" and Trends) examines the traffic congestion issue in terms of intersection levels of service, arterial road speeds between intersections, collisions, and trends in the percentage of traffic that travels through the Town.

In general terms, the **Immediate Solutions** to the traffic congestion problem include meeting with Upper Canada Mall, Canadian Tire, and the Region to discuss internal driveway connections and opportunities for a new west-bound exit from the mall onto Davis Drive; ensuring inappropriate restrictions are not placed on site plans and within plans of subdivision that will restrict the movement of people and goods; constructing the extension of Harry Walker Parkway south to Mulock Drive; coordinating with the Police regarding the SSNN/Roadwatch; developing a Neighbourhood Traffic Management Guide for Residents and Staff; supporting the York Transportation Management Plan and 10-Year Construction Plan; petitioning the Region and the Province for immediate infrastructure improvements; and initiating an unwarranted stop sign removal program.

Identified long-term **Influences on Traffic** include the Regional structure and Regional Growth Management policies; the Region's role in commenting on draft plans of subdivision and accommodating traffic associated with those plans; the Quick Start route selection and the Region's Centres and Corridors initiative; the Minister's Zoning Order and the proposed Greenbelt Protection Act; the new GO Centre at Green Lane and Main Street/2nd Concession in East Gwillimbury; residential and commercial development plans in adjacent and surrounding municipalities; and the on-going expansion of the Southlake Regional Health Centre.

Medium and Long-Term Initiatives to deal with traffic congestion include providing formal comments to the Provincial Greenbelt Task Force regarding the proposed legislation; working through the Official Plan review to achieve a Newmarket-specific approach to implementing the Regional Centres and Corridors policies; continued education and changing expectations regarding traffic congestion in the GTA as a whole; lobbying the Region to control development based on road network capacity as well as water and sanitary capacity; supporting York Region's initiative to develop a Transportation Management Association in Newmarket and including other vision statements from the Region's Transportation Management Plan in the Town's Official Plan; creating traffic impact study guidelines; incorporating appropriate statements in the Official Plan to guide future transportation and land use decisions in a manner that encourages people to get out of their vehicles and providing alternative opportunities to move around Town; and continuing to have staff review development plans in surrounding municipalities to determine their impact on Newmarket's traffic congestion and to suggest a course of action to be taken if necessary.

COMMENTS

As part of his inaugural address, the Mayor stated that he would ask Council to provide direction to staff to prepare a comprehensive report regarding traffic congestion within the municipality. Accordingly, in February 2004 Council considered a memorandum from the Mayor regarding traffic congestion, and directed staff to prepare a report setting out an approach to the immediate and long-term solutions to traffic congestion in Newmarket.

The purpose of this report, therefore, is four-fold:

1. To define the existing traffic congestion “hot-spots” and trends;
2. To identify short-term “quick hits” the Town can pursue to help reduce traffic congestion at the most congested areas in Town as well as on a Town-wide basis;
3. To identify the planning, engineering and political framework within which the Town operates, as well as the internal and external long-term influences affecting growth and traffic in and around Newmarket; and
4. To set out an approach to achieve medium and long-term solutions to traffic congestion in the Town.

Defining the Problem: Existing Problems (‘Hot Spots’ and Trends)

With the assistance of York Region, a variety of measures were examined in determining the congested traffic areas in the Town and future trends that may further influence the traffic operations within the Town.

Arterial Corridor Reviews

York Region undertakes Arterial Corridor reviews on a regular basis. The review examines the intersections levels of service and the arterial corridor to determine necessary improvements like enhancing traffic signal timings.

Intersections

York Region submitted information on the ‘top eight’ congested intersection within the Town. Actually, two intersections are within East Gwillimbury that directly influence traffic with the Town – Green Lane and Yonge Street, and Green Lane and Leslie Street.

Exhibits #1 and #2 attached indicate the AM and PM peak hour levels of service for the ‘top eight’ intersections. The levels of service are a general statement on the traffic operations at the intersection. Level of service ‘C’ is good traffic flow with little, if at all, congestion. Level of service ‘D’ illustrates a typical urban peak hour condition with minor congestion occasional on some movement, but the intersection operates well. Level of Service ‘E’ is approaching intersection capacity as congestion is becoming more predominant at the intersection and a few movements can be backed up. Level of Service ‘F’ indicates a congested intersection with several movements, if not entire intersection legs, congested and backed up.

The AM peak hour indicates two congested intersections – Yonge Street and Davis Drive, and Mulock Drive and Bayview Avenue (i.e level of service 'F')

The PM peak hour indicates a completely different picture with the six intersections within the Town operating at a level of service 'F'.

Improvements to the level of service of an intersection can be achieved through enhanced signal timings and lane group improvements.

Corridors

Another part of the Arterial review is to examine the arterial road speeds between the intersections. Low speeds generally indicate congested road sections. Exhibits #3 and #4 attached indicate the AM and PM peak hour road sections that are congested. For this representation, a congested road section is considered when the travel speeds are about ½ of the posted speed (about 30 km/h or less). Also, Bayview Avenue is not included as part of the review. By matching the intersections and corridor, a better picture of the traffic congestion can be shown. As with the intersections, the AM peak hour congested road sections are few in number and relatively short. As traffic volumes increase, congested road sections will lengthen and more will appear. As an example, the Yonge Street and Mulock Drive intersection operates well in the AM peak hour, but poorly in the PM peak hour because 3 of the 4 approach road sections are congested. Another good example is the Yonge Street and Kingston Road intersection. For the AM peak hour, the intersection operated good with the Yonge Street and Davis Drive intersection operating poorly. As traffic volume increases, the poor performance of the Yonge Street and Davis Drive intersection impacts the performance of the Yonge Street and Kingston Road intersection, as congested areas spread.

The measures to improve arterial level of service is to increase capacity (more lanes) or decrease total traffic volume.

Transportation Model

In 1991, the Town commissioned a comprehensive Town-wide transportation study. From this study, one result was to determine the percentage of traffic that travels through the Town. With high pass-through percentages, Town roads can become congested with traffic "not from" or "destined to" the Town. In some cases, by-pass routes are constructed around towns to alleviate this problem. While the Town is too large to create a by-pass route, selective enhancement of the transportation network around the Town can create the same effect as a by-pass.

To replicate the 1991 study, York Region performed select link analysis of all road sections into and out of the Town. Highway 404 was not included in the select link analysis. The select link analysis can determine, on any road section, where the traffic comes from and goes to. It should be noted that the modeling exercise is based on the AM peak hour only, and consists of anticipated future road improvements.

Exhibit #5 illustrates the percentage of through traffic in 1991, 2001 and 2011. The road improvements are the key to the changes. Since 1991, Highway 404 has been extended, and Green Lane, Highway 9 and Leslie Street have been improved. As well, the 2001 model run included the Green Lane extension and the widening of Bayview Avenue. These initiatives were not constructed in 2001, but are imminent in the next year or so. Also, the 2011 model run

includes the Highway 404 extension northward, a Leslie Street by-pass (in Sharon) and the widening of Bloomington Sideroad.

The eastbound and westbound directional traffic percentage decreases significantly as more east-west capacity and route choices are constructed. Even the northbound directional traffic percentage decreases probably as a result of the current extension of Highway 404 and improvements to Bathurst Street/Green Lane. The northbound traffic now has the route choices to go around the Town.

The southbound directional traffic percentage decreases significantly, then begins to increase in the future. This trend is particularly important to the congestion levels of the Town. Based on the transportation model results, the trend appears from 2001 to 2011 that the southbound directional traffic is becoming more destined to Aurora and north Richmond Hill than points further south. As it is important to improve transportation capacity around the Town, this trend illustrates that it is also important to improve transportation linkages with Aurora.

Collisions

York Region compiles the collision histories of all intersections on regional roads. Exhibit #6 attached illustrates the average annual collision rate for selected intersections with the exception of Eagle/Water/Gorham Street. The average annual collision rate is the number of collision over the last 5 years (1999 to 2003) divided by 5.

The top collision intersections are typically found at regional road intersections, however, the results indicate quite a high average along Davis Drive and on Yonge Street north of Davis Drive. Detailed analysis is required at each intersection to determine trends, but congestion, geometrics and signal timings play a major role in collisions.

Depending on when the collisions occur and the type of collision, traffic congestion from these collisions can be very significant with sections or the entire intersection being closed down for removal and investigation.

As an indicator, York Region indicated that the Yonge Street and Mulock Drive intersection made the 'top 10' worst intersections for collisions. This intersection has an annual average rate of 23 per year. Several other intersections are not far behind this annual average.

Immediate Solutions (Quick Hits)

Solutions to the traffic congestion will necessarily require long-term initiatives and perhaps changes to people's expectations and lifestyles (see the long-term solutions later in this report), however there are a number of initiatives that can be undertaken now and in the short-term to alleviate traffic congestion, as set out below:

Meet with Upper Canada Mall and Canadian Tire representatives to discuss the construction of an internal driveway connection between the two sites.

Drivers interested in moving between the two sites are currently forced onto Yonge Street, thereby contributing to the traffic congestion in the Yonge/Davis area. An internal driveway connection between the two sites would complete the internal north-south access route that has already been established between the commercial properties to the north and would eliminate the need to go out to Yonge Street.

Site Plan and Subdivision Review

Every land use decision has an impact on the movement of people and goods, and creating restrictions on site plans typically results in moving people to the local and arterial roads, thereby creating congestion on the road network as opposed to dealing with the traffic on-site or between adjacent sites. Attention must therefore be paid in reviewing and approving development applications to ensure that traffic impacts associated with any proposed development are contained on-site to the extent possible and that restrictions are not placed on site plans that serve to hinder the movement of people and goods.

Integral to the idea of providing access between sites is ensuring that appropriate signage is placed within the sites clearly identifying the intended driving route, and further, that appropriate safety measures are in place for pedestrian traffic on site. It is recommended that the mandate for the staff committee currently drafting a Site Plan Accessibility Checklist be expanded to develop a more broad site plan policy for Council's consideration that will take into consideration pedestrian safety within site plans including, where feasible and appropriate, requirements for dedicated pedestrian walkways.

The Town's Official Plan sets out a hierarchy of roads and their intended function in terms of acceptable traffic volumes and a good transportation system relies on the use of all of these roads within established traffic limits, including the local roads, to move traffic. The Official Plan generally directs traffic away from local roads, however directing traffic primarily or solely to arterial or collector roads will result in more traffic congestion on these roads, whereas if the local roads can also be relied upon to carry traffic within the Official Plan traffic limits, the congestion on the arterials and collectors can be reduced.

Newmarket also faces a number of physical and natural constraints that historically have, and will continue to, affect where roads can and should be built. An example of this is the Holland River and the constraints it places in providing east-west roads across the Town (there are only two roads that completely cross the Town in an east-west direction, being Davis Drive and Mulock Drive). Because these are the only two roads that completely traverse the Town, and given that future options are limited to provide additional arterial and/or collector roads that would cross the entire Town, the importance of relying on other local, collector and arterial roads to move traffic is heightened.

Meet with Upper Canada Mall and York Region to discuss opportunities for a new west-bound exit onto Davis Drive/Highway 9:

Drivers exiting the Upper Canada Mall and interested in traveling westbound on Davis Drive are currently required to exit the site at the Davis Drive/Eagle Street intersection, or exit onto Yonge Street and then turn right on Davis Drive. An entrance driveway current exists from Davis Drive into the mall west of the Eagle Street entrance, which if expanded to include a westbound exit onto Davis Drive would provide another exit option for drivers, thereby further reducing the need for cars to enter the Davis Drive/Yonge Street intersection. Because Davis Drive is a Regional Road under the jurisdiction of the Region of York, approval is required from the Region if a westbound exit is to be constructed.

Construct extension of Harry Walker Parkway south to Mulock Drive

The extension of Harry Walker Parkway south to Mulock Drive in 2004 is anticipated to immediately reduce truck and other industrial-related traffic along Leslie Street. Staff has been

in discussions with the owner of the lands immediately adjacent to the current south terminus of Harry Walker Parkway to ensure the portion of the road through that industrial draft plan of subdivision is constructed at the same time as the balance of the road, which has been made possible through the Town's purchase of the Rawluck property.

Coordination with Police – SSNN/Roadwatch

The Roadwatch committee is forming a larger Traffic Safety Advisory Committee (TSAC) to better coordinate the resources of the Town, York Region, York Regional Police and the community. The TSAC is formed to deal directly with the community to identify problems or deficiencies in the transportation network. Town staff is currently coordinating efforts with the York Regional Police and York Region to coordinate information and effort. Currently, this coordination is manual and reactionary.

It is proposed that the Town proceed forward with the York Regional Police and York Region to better integrate this coordinated effort to become more automatic and proactive. The effects of better coordination would direct enforcement to areas that are priority to reduce collisions and the resulting delays and secondary collisions.

Develop a Neighbourhood Traffic Management Guide for residents/staff

The Town has adopted the Speed Management Work Plan that employs an Issue Resolution Process to deal with speeding on local streets as well as other traffic related problems. The Speed Management Work Plan examines community-based solutions, enforcement and regulatory changes. However, if these measures fail to mitigate the situation, the Speed Management Work Plan only goes as far as recommending the initiation of a traffic calming process. Several municipalities have taken the initiative to develop Neighbourhood Traffic Management Guide. This Traffic Management guide examines, in clear language, various items that a community can employ to deter speeding and traffic problems. Not only is the Guide a tool, but an educational package for the Town and the community.

It is proposed that the Town proceed forward to create a Neighbourhood Traffic Management Guide to assist Town staff and residents understand and undertake traffic calming initiatives. The effects of the Guide would be better traffic management within the community resulting in better traffic flows into and out of the residential communities.

Support York Transportation Management Plan/10 year construction plan

York Region produces a 10-year Capital Works program that illustrates the road improvements with the Region and the Town.

- a) Widen Yonge Street. The Yonge Street widening has been added to the Capital Works program for 2009. However, Yonge Street widening alone would only create more traffic infiltrating through the Town. Yonge Street improvements must be undertaken in coordination with other north-south major routes within the Town. It is therefore recommended that the Region of York be requested to consolidate and expedite the Environmental Assessment process for the Rapid Transit Plan and the Yonge Street widening.
- b) Widen Bathurst Street. Currently, Bathurst is planned to be widened to Wellington Street (in Aurora) in 2005, to Mulock in 2006, and Highway 9 in 2009.

With the Green Lane extension scheduled to be open in the Summer of 2004, Bathurst Street will become a primary by-pass route to Yonge Street. The widening up to Mulock Drive in 2006 essential, but the critical road section is the widening between Highway 9 and Mulock Drive.

It is recommended that the Town petition York Region to widen Bathurst Street north of Mulock Drive prior to 2009, and preferable in 2006 with the widening to Mulock Drive.

- c) Widen Bayview Avenue from Mulock Drive south. This initiative is scheduled for 2005 and the Town should fully support this effort to be completed in a timely manner.
- d) Davis Drive improvements. Davis Drive is proposed to have improvements from Prospect Street to Main Street in 2012. As one of the most congested areas in the Town, this initiative should be accelerated to be implemented as soon as possible. Therefore, it is recommended that the Town petition York Region to accelerate any improvements to Davis Drive, particularly in the Davis Drive/Main Street/Charles Street/Bayview Parkway area in support of the ongoing expansion of the Southlake Regional Health Centre and the anticipated intensification along Davis Drive.

The Town should petition either York Region or the Province for the following infrastructure improvements that would greatly improve traffic operations within the Town and region.

- a) Widen Highway 404 to 6 lanes from Davis Drive. Although this is a Provincial highway, it is critical to increase capacity on Highway 404. Much like Bathurst Street, Highway 404 acts as a primary by-pass to the Town. With the extension of Highway 404 northward and resulting development, sufficient road capacity on this facility is needed to allow increase traffic from the north as well as convenient and safe access of Town traffic.
- b) Full highway interchange at Mulock Drive and Highway 404. As more traffic is generated from development north of the Town, it is critical that the interchange of Mulock Drive and Highway 404 be constructed to a full interchange to handle traffic to and from the north.
- c) Widen Leslie Street. Leslie Street south of Mulock Drive is only to experience a small widen just north of Wellington Street in 2012. It is imperative that Leslie Street be widened soon to accommodate the proposed residential developments in the Town, and the proposed commercial development in Aurora. The increased capacity will allow better connection between the two Towns.

The effects of increased road capacity and improvements will lessen congestion within the Town. For all the above, the Town could submit resolutions to York Region to address the existing persistent and future congestion issues in the Town.

Unwarranted Stop Signs Removal Program

The Town has over 100 all-way stop controls, which very few are actually warranted. With the increase, complaints regarding stop compliance and the increasing evidence that unwarranted stop signs create more problems than they solve, an all-way stop removal program can be started that is community-driven. The community can be asked to tell the Town (via e-mail or letter) what stop signs should be removed. This can be advertised in the Era-Banner, at Council and by the local Councillor. Lists can be drawn up and reviewed. A formal process for removal must be undertaken, but community and Council support would be in place.

It is proposed that this program be implemented to see if, Ward by Ward, any all-way stop controls can be removed. Some all-way controls were implemented during the early stages of the community growth and may no longer serve a purpose.

The effects of removing all-way stop controls are three-fold. The environment would benefit from reduced noise pollution and increased air quality. The removal of unwarranted stop signs removes the need for through traffic to stop, thereby reducing braking and accelerating noise. As well, fuel consumption would be reduced because accelerating from a stop sign uses more fuel than traveling at a constant speed. This would result in a reduction in emissions, and improvement of air quality. To further reduce the environmental impacts of idling automobiles in general, it is also recommended that the Town erect signs in municipal parking lots requesting that drivers shut off their automobiles while waiting to pick-up or deliver people at municipal facilities.

Traffic operations would improve with the reduction in the need for right-of-way control. This would generally reduce the accidents at the intersection and create constant speed patterns through the area.

Finally, the removal of unwarranted stop signs reduces the number of 'road blocks' that affects driver habit that can lead to 'road rage', before it flows out onto the arterial road network.

Influences on Traffic

There are numerous external influences that have and will continue to generate traffic within Newmarket on a long-term basis, which generally can be summarized as follows:

Regional Official Plan - Regional Structure and Regional Growth Management

Newmarket is designated as an Urban Area and is one of four Regional Centres identified in the York Region Official Plan. As such, it is expected to be an area where future growth is directed. According to the Regional Official Plan, the Region is to be comprised of a regional structure and growth management approach that, among other things, establishes urban boundaries within which most of the projected population and employment growth will occur, and which ensures the protection of agriculture, rural and resource areas. The keys to managing the traffic associated with the growth directed to Newmarket will be to ensure that inappropriate restrictions are not placed on site plans or in subdivisions that will hinder the movement of people and goods, and that new developments and infill developments provide opportunities to connect neighbourhoods and provide alternative and better opportunities to live, work, and move throughout the Town. Alternative subdivision designs, for example incorporating round-

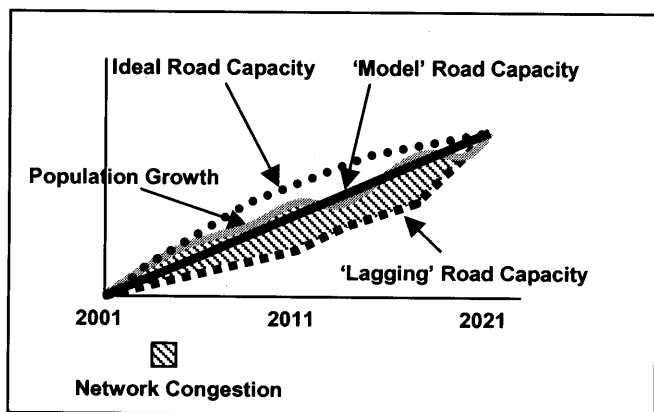
abouts instead of stop signs where appropriate and feasible, together with bike and walking paths and promoting mixed use developments will offer people alternative ways to move throughout the Town and help reduce the reliance on the automobile.

Notwithstanding the stated approach to the Regional structure and growth management, the Region has in the past amended its Official Plan in neighbouring municipalities on lands immediately adjacent to Newmarket's borders (i.e. Green Lane and Yonge Street) to redesignate land from Agricultural Policy Area to Urban Area to permit new commercial developments. As previously noted, the Region has now identified this particular intersection as being highly congested. In order to reduce the opportunities for future congestion in designated agricultural and rural areas, it is incumbent upon the Region to support its Official Plan policies and to direct growth to existing urban areas as opposed to allowing agricultural and rural lands to be redesignated for employment purposes.

Region's role in commenting on draft plans and accommodating traffic associated with those plans

The region reviews and approves draft plans based on general conformance to its policies and the relationship of the traffic generated by developments and the York Region transportation model in which the York Region Transportation Master Plan was developed. Ideally, transportation capacity is provided when transportation demand warrants the infrastructure improvements. The York Region Transportation Master Plan (YRTMP) sets timeframes of 2001 and 2021 as target timeframes in which transportation capacity (with improvements) matches the transportation demand from development. However, transportation infrastructure is falling behind to improve transportation capacity. The graph below illustrates this effect. The population growth (or transportation demand) continually rises at a fluctuating rate. The YRTMP 'model' road capacity illustrates the rate of capacity improvement. The 'lagging' road capacity line represents the actual or anticipated capacity with the 'hatched' area representing network congestion. This is the current state of the road network in and around the Town. Simply, population growth is out growing the infrastructure improvements to ensure adequate capacity.

With infrastructure improvements taking several years to plan, approve and build, this should be taken into account when draft plans are approved and transportation capacities, existing and future, must be considered. Ideally, the Town would desire to have transportation capacity available ahead of demand to ensure good traffic operations on the road system and a consistent quality of life for the Town's residents. Therefore, it is recommended that the Region review draft plans based on the existing and future available capacity of the entire network and not just the localized road network.



Quick Start route selection and Centres and Corridors initiative

Together these two initiatives will have implications on land uses and traffic within the Town, particularly along the Regional corridors. Staff has previously reported to Council on the implications of the Quick Start route selection (i.e. higher densities will generally follow the transit route), and the Centres and Corridors initiative has been referred to the Official Plan review to determine an appropriate approach to implementation in the Town. Accordingly, the Town will be commenting to the Region regarding this matter either through a separate staff report following an evaluation of the initiative by Meridian Planning Consultants, or through the larger Official Plan Review process. Notwithstanding the ultimate density targets associated with the Centres and Corridors initiative, if the Regional roads cannot handle the increased traffic anticipated with the growth along these roads, the result will be spill-over onto local roads, thereby creating further congestion on roads and at intersections.

Minister's Zoning Order and Proposed Greenbelt Protection Act

The Minister's Zoning Order and proposed Greenbelt Protection Act together have placed a minimum one-year freeze on development applications in rural areas throughout the GTA. The Minister of Municipal Affairs has established a taskforce to develop recommendations on how the province could most effectively establish a permanent Golden Horseshoe Greenbelt, and an opportunity exists for the Town of Newmarket to make formal submissions to the Greenbelt Protection Task Force as it relates to greenbelt policies.

The taskforce has developed a discussion paper outlining proposed approaches for greenbelt protection. At a recent workshop attended by staff, the discussion paper was reviewed and municipal employees and other stakeholders were asked to provide comments with regard to three questions:

1. Are the proposed recommendations regarding environmental protection consistent with the Task Force's vision and goals statements?
2. Are the proposed recommendations comprehensive? Do they address the issues from all perspectives? If not what can be improved?
3. Are there other issues or items in the consultation document that can be improved?

Many of the comments at the workshop were centred on the generalities of the document and the need for more specifics, particularly with regard to the various uses permitted in the greenbelt (agricultural, passive/active recreation, aggregate extraction, infrastructure). There was a general consensus that there is a need for the GTA Growth Management study to proceed alongside greenbelt protection. In particular, the geographic limits of the greenbelt are important in terms of traffic congestion in that if the geographic limit is too small, GTA development may still occur beyond the greenbelt, thereby continuing to add to traffic congestion in Newmarket as people drive to and through the municipality.

Stakeholders have been asked to have any submissions in to the taskforce by July 16, 2004. The taskforce intends to make its recommendations to the Ministry at the end of summer 2004 with the expectation that the legislation will be in place by December 2004. Staff will continue to review drafts of the discussion paper as they are made available and will report to Council on this matter in early July in order to meet the task force's deadline.

Impacts of new GO Centre at Green Lane/Main Street

Similar to the Quick Start route selection and Centres and Corridors initiative that will direct higher density growth along Regional corridors, it is likely that higher densities will be located in the vicinity of the new GO Centre in East Gwillimbury. It is imperative that the Newmarket GO Station on Davis Drive continue to operate in order to minimize the number of automobiles that otherwise will have to travel on Main Street north of Davis Drive to get to the new station.

Traffic impacts associated with the new GO Centre in East Gwillimbury could also be experienced from Leslie Street to Yonge Street as travel patterns shift to accommodate the new travel mode. It is anticipated that the shift would be more pronounced in the afternoon or return trips as commuters may seek out commercial establishments that could draw traffic back into the Town.

Development Plans in Adjacent Municipalities and Timing for Development

Continued growth in municipalities around Newmarket will become a significant factor in the amount of traffic congestion experienced on Newmarket's roads as the residents of these growing municipalities travel to and through Newmarket on a daily basis. While Newmarket Council can make decisions within the Town's municipal boundaries to mitigate traffic congestion, as previously noted it is incumbent upon the Region of York to ensure that the transportation infrastructure is in place on a Region-wide basis to accommodate the expected growth in York Region as a whole. The following tables summarize the projected residential and employment growth in surrounding municipalities:

MUNICIPALITY	PROJECTED RESIDENTIAL GROWTH
East Gwillimbury	Total population of 60,000 in 2026 (Projected increase of 41,457 persons between 1996 – 2026) 43% of total population in Queensville 26% of total population in Holland Landing Sharon Community Plan – total population of 9,115 by 2026 Green Lane West Secondary Plan – estimated population between 1,986 – 2,260 Residential development proposed on the south side of Green Lane from 2nd Concession east to Leslie Street Residential development proposed on the north side of Davis Drive between Kennedy and Mc Cowan
Aurora	Population of 75,000 by 2026

Georgina	Total population of 74,000 by 2026 Majority of population growth to be in Keswick, which is estimated to grow to 38,700 in 2023, an increase of approximately 19,201 from 2001 to 2023
Whitchurch-Stouffville	Population to increase from 24,343 in 2003 to 38,000 in 2021, focused in Stouffville, with moderate growth in communities of Ballantrae-Musselman Lake and Vandorf Prestion Lake
King Township	Population increase to 26,000 by 2016, with new growth directed primarily to King City, Nobleton and Schomberg
Bradford West Gwillimbury	Bradford population of 34,400 by 2016 and 47,800 by 2026 Bond Head – Application submitted for approximately 20,000 to 25,000 units (approximately 65,000 to 80,000 population)
Innisfil	40,800 by 2016, representing an increase of approximately 12,800 persons (46% increase) from current population of 28,000 Areas of significant growth will be communities of Alcona, Lefroy and Cookstown

The total net residential household increase (to 2026) in Bradford, Innisfil, Georgina and East Gwillimbury equates to approximately 36,000 homes and a population increase of about 110,000 people. Basing the projected AM peak hour traffic volumes on current trends within the Town, these four municipalities are expected to generated approximately 26,000 peak hour trips, all just north of the Town. The main focus of these trips will be southward to the larger employment areas in the Region. Even if only 50% of the trips are destined to the south, these 13,000 vehicle trips represent 13 new arterial lanes. The growth area of these four municipalities are between Highway 400 and Highway 404 (extension), and as an alternative, 7 new southbound highway lanes could be added – or a combination of both.

The information on Bradford above does not include the potential 20,000 to 25,000 homes proposed at the Bond Head development. This development would only exacerbate the potential congestion problems from the north and west.

If current trends continue and the Town is both an employment generator and service location, and vehicles continue to pass by and through the Town, the congestion results would be staggering.

In addition to the above residential development proposed around Newmarket, there are also commercial developments proposed in the following areas:

MUNICIPALITY	PROPOSED COMMERCIAL FLOOR SPACE AND EMPLOYMENT GROWTH
East Gwillimbury	162 ha – majority along Green Lane near Yonge and along Davis Drive Other smaller commercial developments proposed in Holland Landing, Sharon, and Queensville Projected 20,000 jobs representing a growth increase of 274% from 2001
Aurora	200 acres designated Business Park in the Wellington/Hwy. 404 area, including cinema, department store, supermarket or home improvement outlet and ancillary retail and service commercial uses, and potential medical clinic and hospital Bayview Corridor (south of St. John's Sideroad) – proposed supermarket, office LCBO bank, restaurant and other retail, and mixed use industrial/commercial subdivision including medical arts complex and residential uses Commercial plaza and office space proposed in Hollandview area
Georgina	In April 2003, 539,000 sq. ft. of retail/commercial space existed in Keswick. Market support in 2011 for additional 300,000 sq. ft. of shopping centre type space
King	Approximately 89 ha (220 acres) of vacant employment land
Whitchurch-Stouffville	21 ha of vacant commercial land available 174 ha of vacant industrial land available

Continued commercial and industrial development in surrounding municipalities can actually represent opportunities to reduce traffic congestion in Newmarket. As additional shopping opportunities are made available to residents in surrounding municipalities, the need for those residents to travel to Newmarket to shop is reduced, thereby reducing the number of vehicles on Newmarket's roads. The establishment of new commercial developments in adjacent municipalities will also provide Newmarket residents with more shopping alternatives, which could also help reduce traffic congestion. As an example, the proposed commercial developments along Leslie Street in Aurora (cinema, regional retail commercial development) will provide shopping alternatives that Newmarket residents living on the east and south sides of Town may frequent as opposed to having to drive to the commercial developments on Yonge Street.

Future Expansion of the Southlake Regional Health Centre (SLRHC)

According to SLRHC officials, the next phase of expansion for the SLRHC (the proposed cancer treatment centre) is anticipated to generate an additional 60,000 – 70,000 trips per year to the hospital alone. The SLRHC has also outlined plans for a further addition to the main hospital building, which will also generate more traffic along Davis Drive as well as other roads leading into Town as the SLRHC continues to provide health services to the Region and beyond. The Town should continue to lobby the Region both to extend the Quick Start route selection along Davis Drive and to look for opportunities to locate transit stops on or close to the hospital in order to make it easier and more desirable for hospital staff and visitors to travel to the hospital via public transit.

Medium and Long-Term Initiatives

The “quick hits” identified earlier in this report are intended to provide immediate solutions to traffic congestion, however mitigating traffic congestion on an on-going basis will also require longer term initiatives. Generally these longer-term initiatives are broad in nature and address the larger Town and Region-wide traffic issues as opposed to area-specific problems.

Minister's Zoning Order/Green Belt Protection Act

It is recommended that staff continue to review drafts of the discussion paper as they are made available and report back to Council in time for the Town to submit formal comments to the task force on proposed changes, additions, or deletions to the proposed legislation.

Work through the Official Plan review to achieve a Newmarket-specific approach to implementing the Regional Centres and Corridors policies

The Region continues to move forward with its Centres and Corridors initiative that would see density targets established at various key locations along Yonge Street and that has the potential to drastically change the streetscape and built form along Yonge Street throughout the Region. This matter has been referred to the Official Plan review to determine the appropriateness of this initiative in Newmarket and, if required, to develop a Newmarket-specific approach to implementing this initiative. A key component of the Centres and Corridors initiative is ensuring that an efficient, interconnected transportation system is in place to accommodate the population growth anticipated along the Yonge Street corridor.

Education and Changing Expectations

Recent growth in the GTA as a whole reflects its status as a desirable place to live, work and play, and it is expected that this growth will continue over the next decade and beyond. One of the negative aspects of a growing region is the associated traffic, and while the various levels of government can undertake certain measures such as those identified in this report to mitigate traffic congestion, it is also necessary for people's expectations regarding traffic to change. As noted at the recent Livable Cities Conference, the expectation that there will be no traffic congestion is no longer appropriate in North American cities. The key is to manage the traffic to the extent possible and to plan in such a way as to link communities and to provide for alternative methods of moving around Town.

Regional Planning

It is recommended that the Town continue to lobby the Region to control development based not only on water and sanitary servicing capacity, but on road capacity as well. The Town has proven traffic congestion areas and approving growth areas outside of the Town boundaries based primarily on the availability of servicing capacity as opposed to road capacity creates problems, particularly as the Town becomes the service centre for these new developments.

The Town should also request the Region to expand their transportation model for PM peak hour and Saturday traffic. The current transportation model for all of York Region is based on the AM peak hour, which does not take into account the commercial traffic mixed with the return commuter traffic. Traffic congestion is worse during the PM peak times and on Saturday, and the transportation model should reflect this.

York Transportation Management Plan

The York Region Transportation Master Plan has a variety of vision statements that will guide future transportation decisions. It is recommended that these vision statements be reviewed and appropriate ones be added into the Town's Official Plan.

One of the central themes is Travel Demand Management (TDM). With the TDM program, the Region recommends the development of Transportation Management Associations (TMAs) that encourages public and private sector companies to develop strategies to reduce auto use such as ride-share programs. It is recommended that the Town fully support York Region's initiative to develop a TMA in the Town.

Traffic Impact Study Guidelines

York Region has created guidelines to govern traffic impact studies so that development traffic can be properly assessed as it impacts the Regional roads. This is undertaken to ensure infrastructure is in place to control traffic congestion before it occurs. It is recommended that the Town undertake the development of a similar guideline.

Official Plan Guiding Principles

In addition to including appropriate vision statements to guide future transportation decisions, the Official Plan should also contain overall guiding principles encouraging reducing pollution, better air quality, encouraging live-work opportunities, trail development, and other similar principles that will help guide the Town's future growth in a manner that encourages people to get out of their vehicles and provides alternative opportunities to move around Town.

Other Considerations

One of the issues that has been raised relates to the Town's ability to appeal development applications in other municipalities to the Ontario Municipal Board (OMB) if those developments do not address the traffic congestion problems within Newkmarket. It has been staff's experience that generally the OMB does not approve of one municipality getting involved in another municipality's land use planning, however given the traffic congestion experienced in Newmarket in part as a result of development in surrounding municipalities, it is recommended that the Town continue to review any development applications in surrounding municipalities to

determine the impact on Newmarket's traffic congestion and to suggest a course of action to be taken by Newmarket, including appeals to the Ontario Municipal Board where appropriate.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Identifying and undertaking solutions to traffic congestion relates to all four key areas of focus of the Town's Corporate Strategic Plan, being:

Growth and Development: Actively pursuing a balanced and sustainable growth and development strategy.

Environment: Managing environmental assets by encouraging the sustainable use of water, land and air.

Quality of Life: Supporting a sustainable human services strategy that creates a safe, healthy and engaged community.

Governance: Providing a high level of professional leadership by preparing for the future and managing constant change.

BUDGET IMPACT (CURRENT AND FUTURE)

Any action items that have been budgeted for in 2004 can be undertaken immediately. Any action items requiring future budget approval (e.g. road and intersection improvements that may be undertaken in conjunction with the Region or Province) will come back to Council for approval as part of the annual budget process or as a separate report.

CONCLUSION

This report has identified a number of short, medium and long-term solutions to traffic congestion that in many cases will require cooperation from other levels of government, the private sector, and the public. In addition to physical works that can be undertaken to the transportation system to mitigate traffic, there are other guiding principles and policies that can be established in the Official Plan to guide future land use decisions in a manner that reduces traffic congestion and provides for alternative methods of moving through and around Town.

Commissioner of Legal and Development Services

Director of Planning

Director of Public Works & Environmental Services

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Exhibit 1

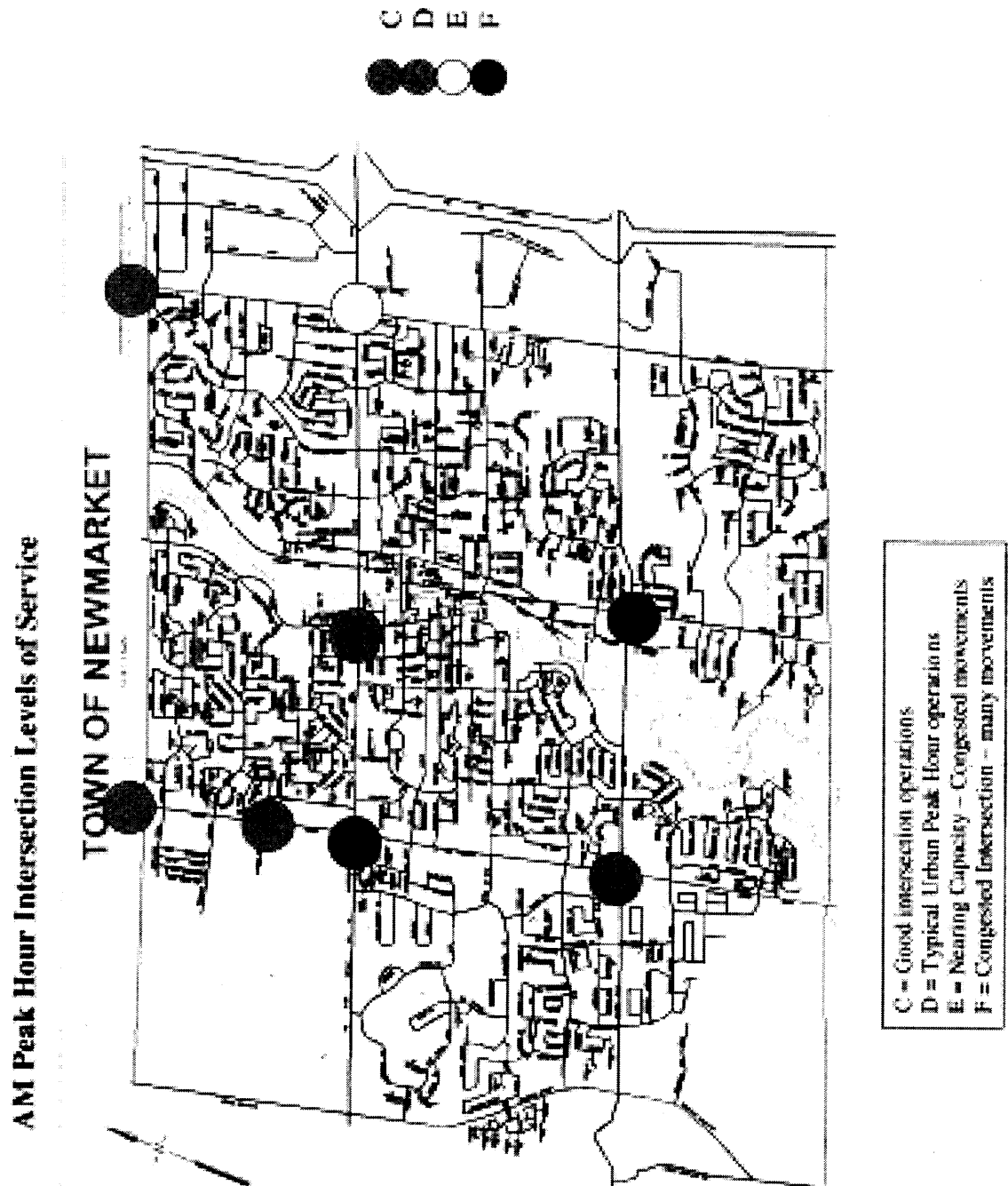


Exhibit 2

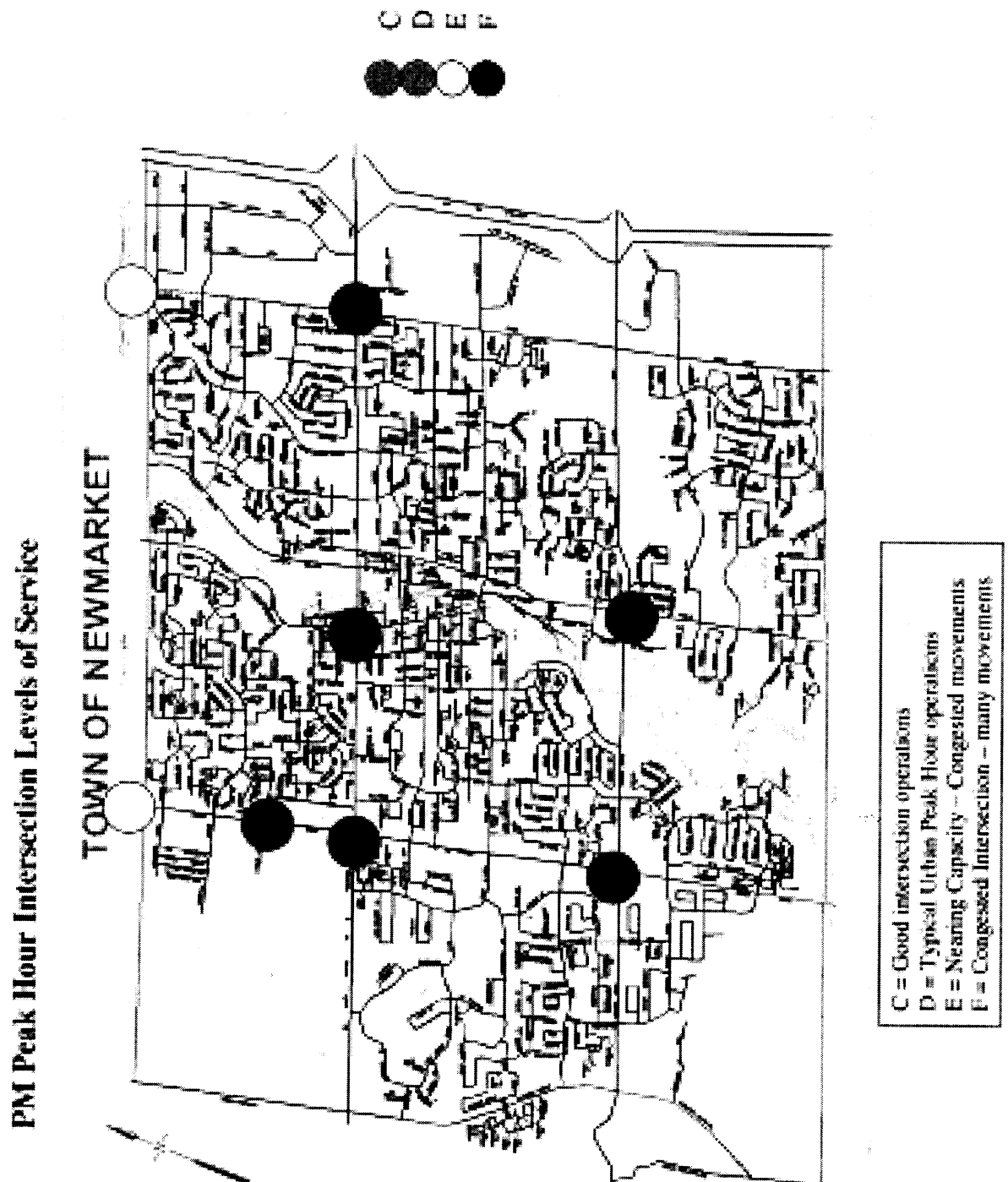


Exhibit 3

AM Peak Hour - Congested Road Sections

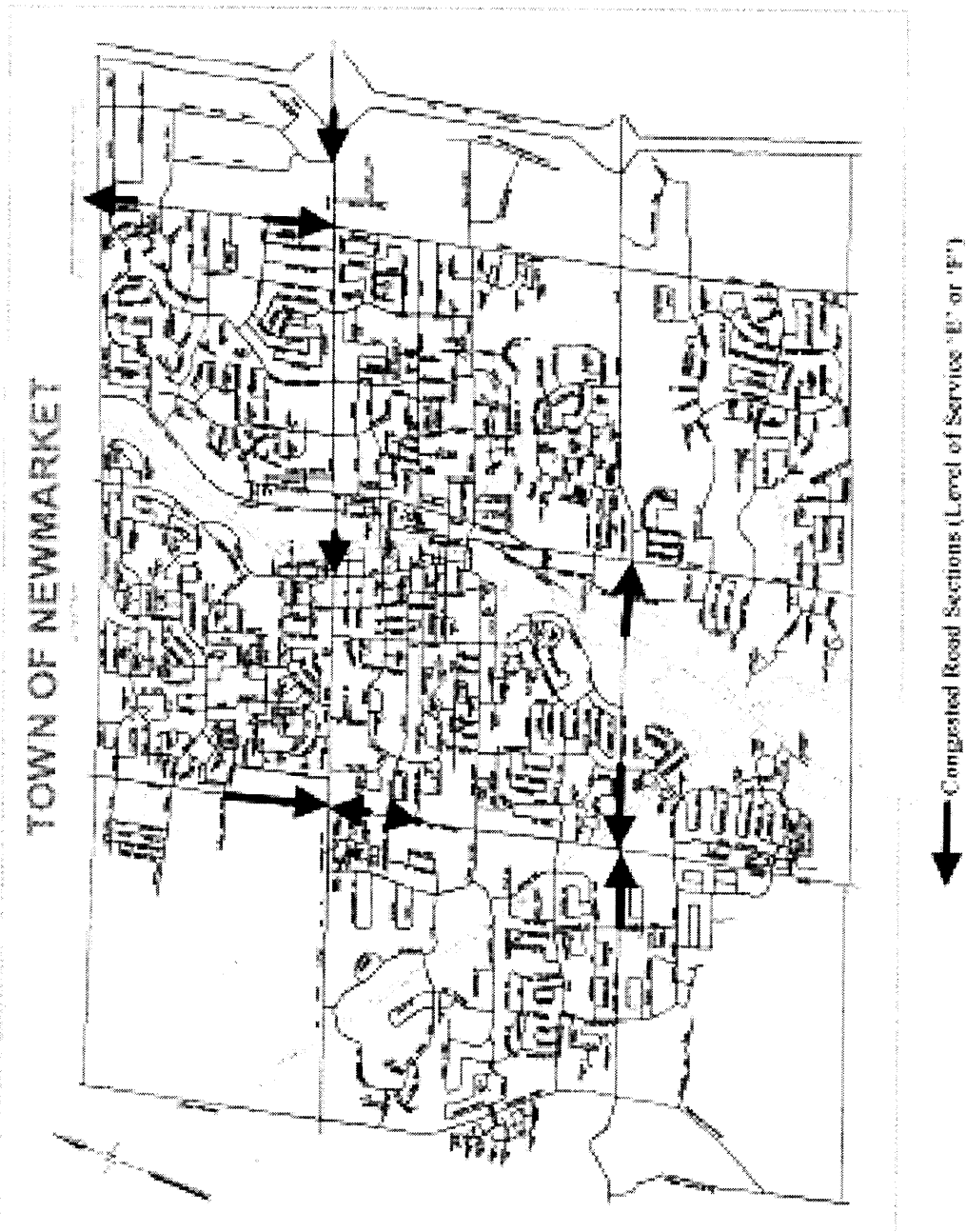


Exhibit 4

PM Peak Hour – Congested Road Sections

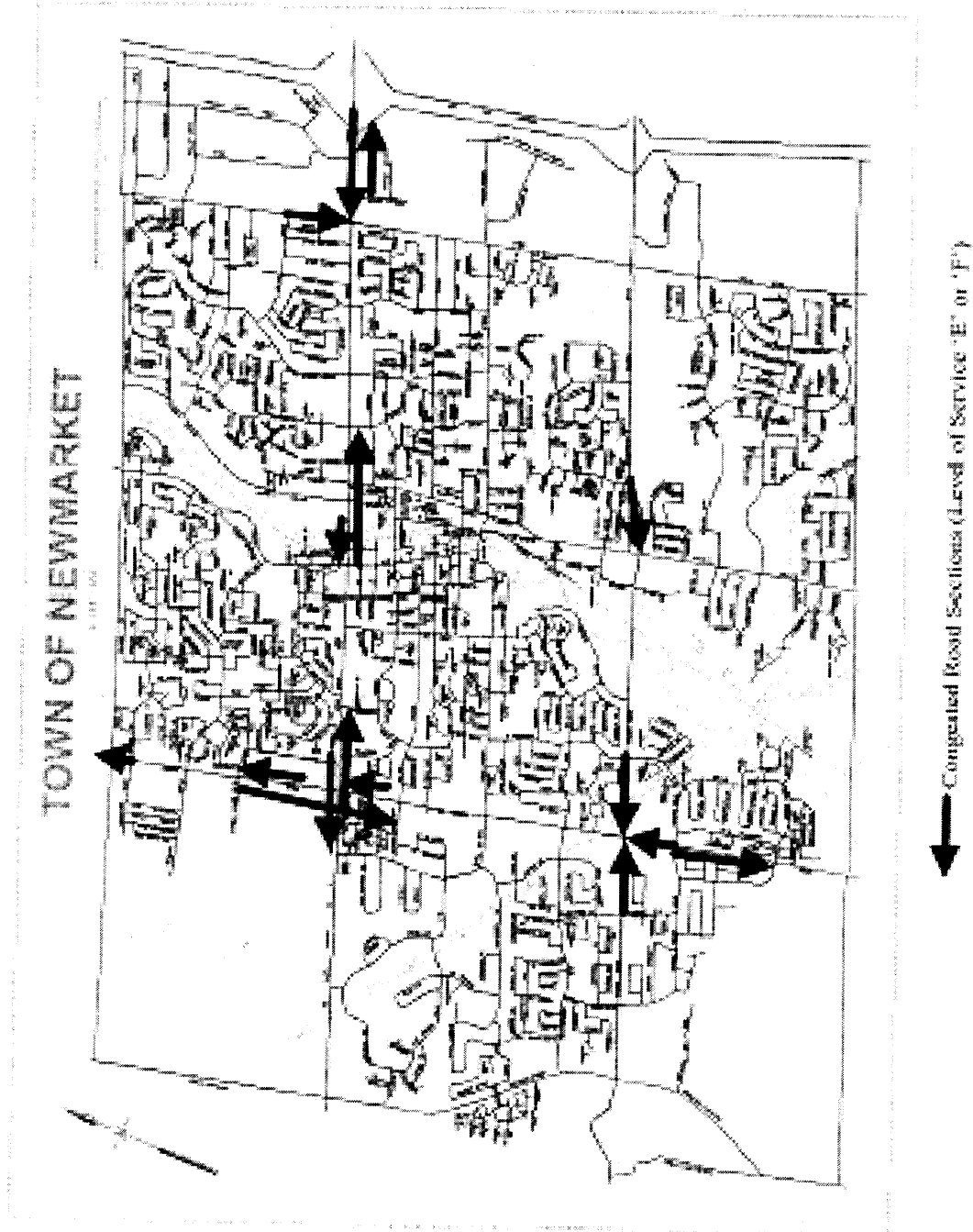


Exhibit 5

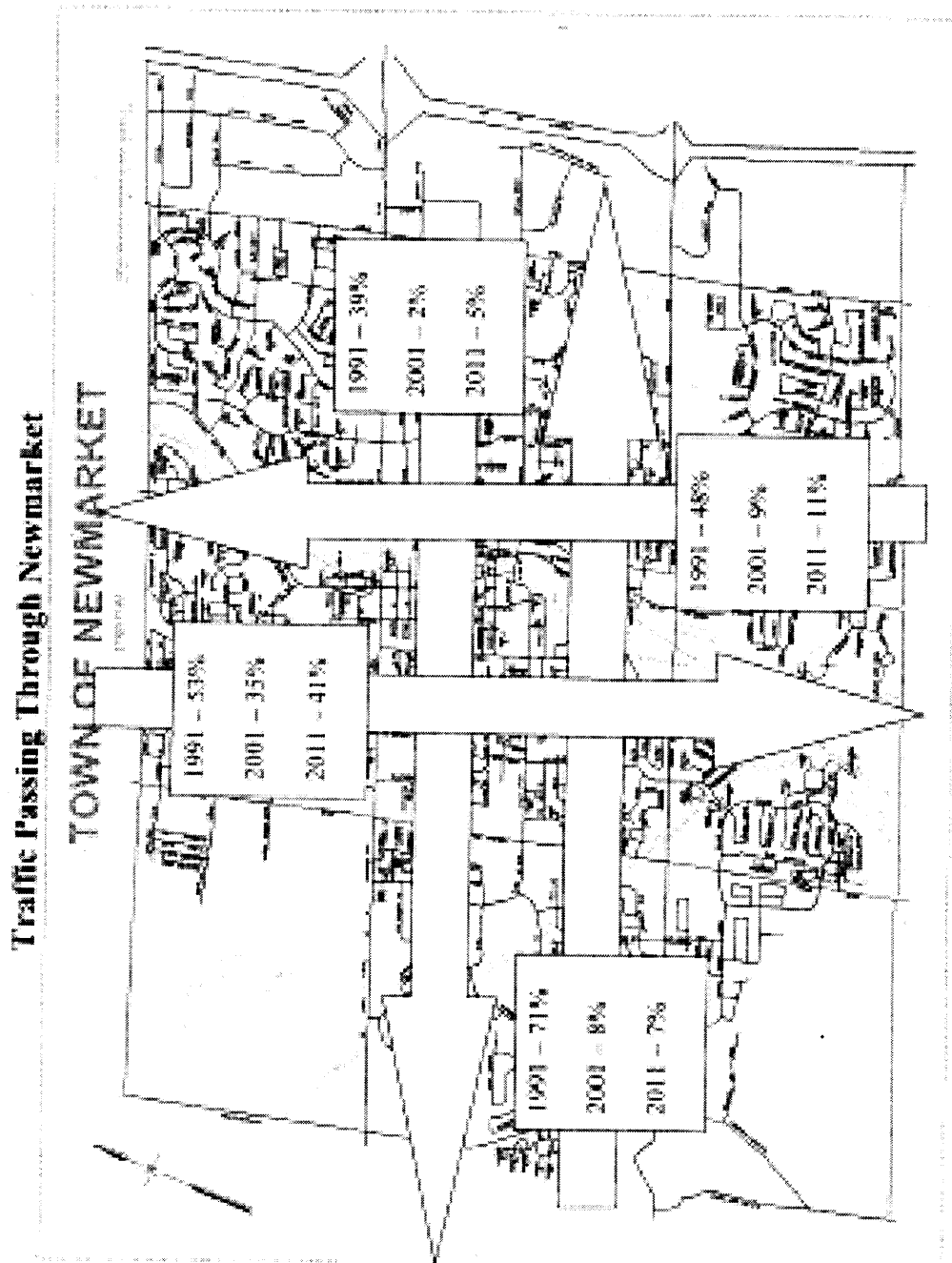


Exhibit 6

Collision Rates for Select Intersections

TOWN OF NEWMARKET

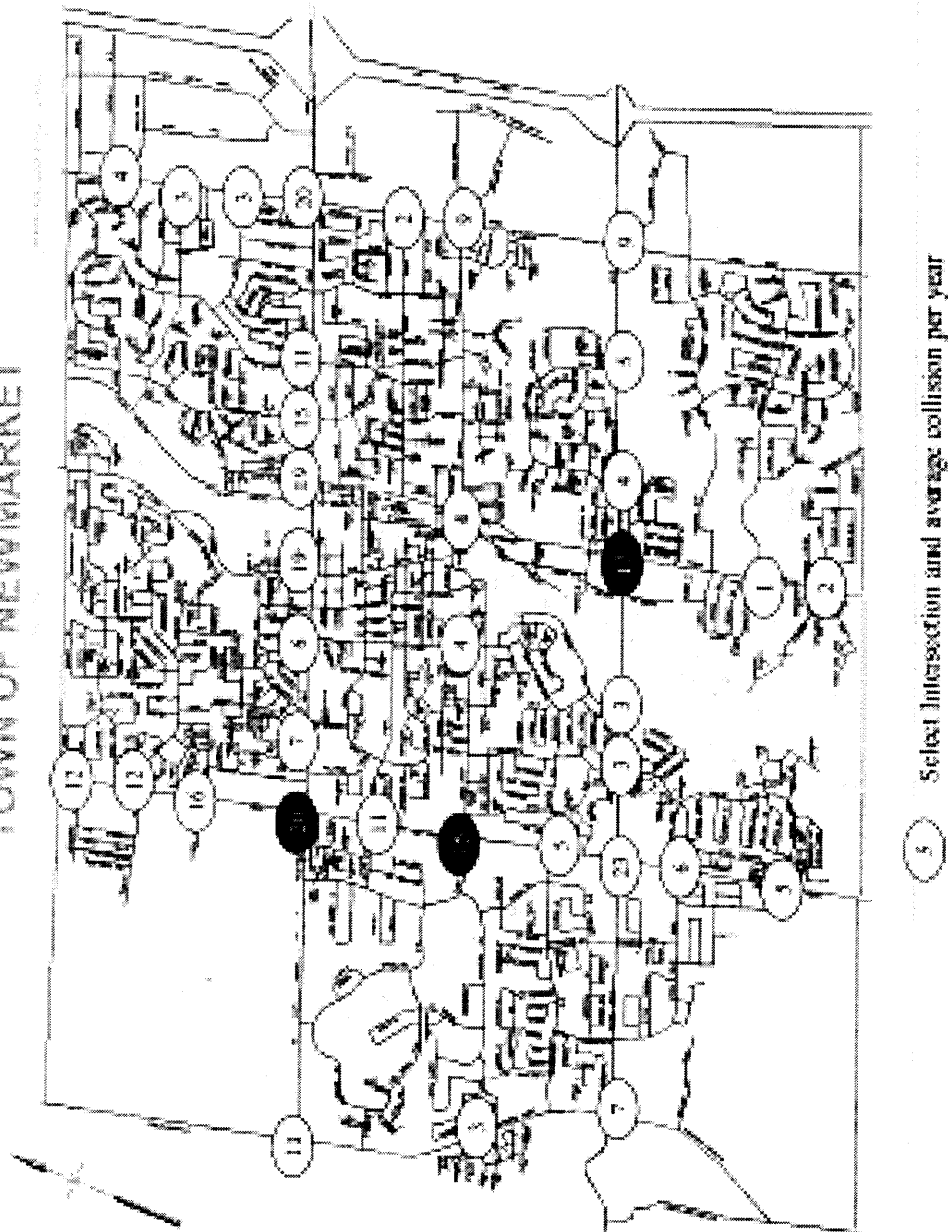


Exhibit 7

*Official Plan
Town of Newmarket*

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7.0 TRANSPORTATION

7.1 General

7.1.1 The Town in conjunction with the Ministry of Transportation, Region of York and the private sector shall endeavour to provide an integrated transportation system that facilitates travel within and through the Town while minimizing economic costs, and disruption to natural and social environments.

7.1.2 Council shall encourage the development of the road plan shown on Schedule 3 - Transportation Plan. The road pattern complements the future land use pattern shown on Schedule 1 - Land Use Plan.

7.1.3 The Town of Newmarket has the following transportation facilities:

- a) freeways;
- b) arterial roads;
- c) primary collector roads;
- d) minor collector roads;
- e) local roads; and
- f) rail.

7.2 Roads

7.2.1 This Plan envisions the extension of Highway No. 404 to Green Lane/Herald Road, with a full access interchange at Davis Drive and a limited access interchange at Mulock Drive, which shall form part of the Provincial freeway system shown on Schedule 3 - Transportation Plan. This Plan also envisions the extension of Highway No. 9 northerly to, and then along, the Green Lane/Herald Road corridor. Highway No. 404 and the Green Lane/ Herald Road link are located outside of the Town of Newmarket and are beyond its jurisdiction.

7.2.2 The road pattern in the Town is based on the following principles:

- a) the overall road network shall be compatible with the existing and proposed road pattern of the adjoining municipalities, the Regional road system, and the Provincial highway system;
 - b) the local residential neighbourhoods shall be protected by discouraging the flow of non-residential and through traffic and encouraging safe and convenient internal pedestrian movement;
 - c) the overall road plan shall be economically and physically feasible;
 - d) the overall road network shall provide for adequate integration of newly developed and proposed residential areas into the existing transportation network;
 - e) the arterial roads shall accommodate the movement of large volumes of traffic to and from the major traffic generating areas;
 - f) the primary collector roads shall accommodate the movement of medium volumes of traffic between arterial and local roads;
 - g) the minor collector roads shall accommodate the movement of low to medium volumes of traffic between local roads and primary collector roads;
 - h) the local roads shall generally provide access only to the areas in which the roads are located and not serve major traffic generating areas;
 - i) where road reconstruction takes place in developed areas, discretion shall be used in the roadway design and the removal of trees and vegetation to minimize the impact on the local neighbourhood, and wherever possible, trees and vegetation shall be replaced;
 - j) residential streets should not carry commercial traffic except for traffic directly serving the neighbourhood; and
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- k) that arterial roads (7.2.6), primary collector roads (7.2.7) and minor collector roads (7.2.8) provide sidewalks as an important requirement to support transit use.

7.2.3 For the purposes of this Plan, five functional classifications of roads are established:

- a) freeways;
- b) arterial roads;
- c) primary collector roads;
- d) minor collector roads; and
- e) local roads.

7.2.4 The functional classifications of roads within the Town are shown on Schedule 3 - Transportation Plan, with the exception of local roads. Incorporation of new roads, excluding local roads or the reclassification of existing roads, shall require an amendment to this Plan. A list of road widenings is shown on Schedule 4 - Road Widenings. Planned new or upgraded intersections based on planned road improvements or new roads, intersection improvements and railway crossing improvements are shown on Schedule 3 - Transportation Plan.

7.2.5 The following policies shall apply to Freeways:

- a) a Freeway is designed to carry large volumes of traffic moving at high speeds under free flowing conditions;
 - b) a Freeway will have full access control, with access only permitted at interchanges;
 - c) a Freeway will be four to six lanes wide;
 - d) no access or egress to abutting properties is permitted along a Freeway;
 - e) no parking, unloading of goods or pedestrian traffic is permitted;
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- f) right-of-way widths and design standards for Freeways are under the jurisdiction of the Ministry of Transportation; and
- g) all development adjacent to provincial highways or freeways shall also be subject to the requirements and permits of the Ministry of Transportation.

7.2.6 The following policies shall apply to Arterial Roads:

- a) an Arterial Road is designed to carry large volumes of traffic or inter-regional and intra-municipal traffic;
 - b) Arterial Roads are intended to connect major traffic generators, provide connections with the collector road system and provide for movement of through traffic;
 - c) Arterial Roads will generally be four to six lanes wide with a normal minimum right-of-way width ranging from 26 to 37 metres;
 - d) additional right-of-way widths may be required for such works as intersection improvements, site triangles, drainage culverts, bridges and underpass construction;
 - e) intersections with Arterial Roads shall be spaced to provide for optimum traffic movements, wherever possible;
 - f) direct access to Arterial Roads shall be controlled wherever possible so as to minimize traffic hazards and avoid interference with the primary function of moving through traffic;
 - g) no on-street parking shall be permitted;
 - h) right-of-way widths and design standards are under the jurisdiction of the Ministry of Transportation and the Region of York; and
 - i) Arterial roads are intended to have traffic volumes in excess of 6000 AADT.
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7.2.7 The following policies shall apply to Primary Collector Roads:

- a) Primary Collector Roads are existing and proposed roads designated to carry medium volumes of traffic between Arterial Roads, Minor Collector Roads and Local Roads;
- b) the basic minimum right-of-way widths for Primary Collector Roads shall generally be 26 metres and shall not be less than 20 metres, providing 2 to 4 lanes;
- c) additional right-of-way widths may be required for such works as intersection improvements, site triangles, drainage, culverts, bridges and underpass construction;
- d) direct access to Primary Collector Roads from abutting properties shall be permitted where access does not result in traffic hazards;
- e) intersections with Primary Collector Roads shall be established by the Town in consultation with the Region of York where Regional Roads are involved;
- f) right-of-way widths and design standards for Primary Collector Roads shall be established by the Town and the Region of York, where applicable;
- g) Primary Collector Roads shall be designed to discourage through traffic onto Local Roads; and
- h) Primary Collector Roads are intended to have traffic volumes between 3000 and 6000 AADT.

7.2.8 The following policies shall apply to Minor Collector Roads:

- a) the category of Minor Collector Roads has been established to recognize existing roads performing a collector function that do not meet the standards of a Primary Collector Road and would not be economically feasible to reconstruct to a higher standard;
 - b) Minor Collector Roads are intended to carry low to medium volumes of traffic to and from Local Roads and Primary Collector Roads;
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- c) direct access to Minor Collector Roads from abutting properties shall be permitted;
- d) no long term parking shall be permitted on Minor Collector Roads;
- e) intersections with Minor Collector Roads shall be spaced to provide for optimum traffic movement, wherever possible;
- f) Minor Collector Roads shall have a minimum right-of-way of generally 23 metres;
- g) additional right-of-way widths may be required for such works as intersection improvements, site triangles, drainage culverts, bridges and underpass construction;
- h) right-of-way widths and design standards for Minor Collector Roads shall be established by the Town; and
- i) Minor Collector Roads are intended to have traffic volumes between 1,500 and 5,000 AADT.

7.2.9 The following policies shall apply to Local Roads:

- a) a Local Road is designed to carry low volumes of traffic at low speed from abutting properties to Collector Roads and Arterial Roads;
 - b) the basic right-of-way width for Local Roads shall generally be 20 metres. Although a 20 metre right-of-way width is the preferred minimum, it is recognized that local roads of less than this standard presently exist and widenings to achieve this standard may not be practical because of existing setbacks. In those instances, the design of the roads should minimize the extent of the deficiency but the classification should not change. In order to encourage innovative community forms and more efficient use of land and provision of infrastructure, new local road right-of ways less than 20 metres may be considered;
 - c) additional right-of-way width may be required for such works as intersection improvements, site triangles, drainage culverts, bridges and underpass construction;
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- d) direct access to Local Roads from abutting properties shall be permitted;
- e) Local Roads shall be designed to discourage through traffic;
- f) intersections with Local Roads shall be spaced for optimum traffic movement, wherever possible;
- g) sidewalks shall be provided on at least one side of new Local Roads and shall be added to existing Local Roads where necessary subject to financial constraints;
- h) right-of-way widths and design standards for Local Roads shall be established by the Town; and
- i) Local Roads are intended to have traffic volumes less than 1,500 AADT.

7.3 Public Transit

- 7.3.1 Council shall maintain and improve Newmarket Transit to further develop the public transit system which provides transit service within the Town linking residential areas, major shopping areas, industrial areas and community facilities as well as provide interconnections to other regional scale transportation facilities, such as GO Transit.
 - 7.3.2 Council shall encourage the expansion of GO Transit services (both bus and rail) to the Town, in recognition of the need for a fast and efficient commuter service to Metropolitan Toronto and other municipalities in York Region.
 - 7.3.3 Council shall encourage increased public transit usage and shall support measures designed to increase ridership within the context of providing an efficient public transit service. Supportive land use patterns and proper land use design shall be encouraged in order to insure that the transit system will be efficient.
 - 7.3.4 Subdivision design shall be supportive of the public transit system through such means as adequate road rights-of-way, street patterns, pedestrian walkways including sidewalks along arterial and collector roads, bus bays, bus shelters, and exclusive bus lanes where warranted.
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