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**SIGNALIZATION OF INTERSECTION
WOODSPRING AVENUE AND GREEN LANE
TOWN OF EAST GWILLIMBURY**

The Transportation Services Committee recommends the adoption of the recommendation contained in the following report dated February 18, 2010, from the Commissioner of Transportation Services.

1. RECOMMENDATION

It is recommended that this report be forwarded by the Regional Clerk to the Clerks of the Town of East Gwillimbury and the Town of Newmarket.

2. PURPOSE

This report provides information in response to a request from the Town of East Gwillimbury to signalize the intersection of Green Lane and Woodspring Avenue.

3. BACKGROUND

The Harvest Hills residential subdivision development is located in the Green Lane West Community Planning area in the Town of East Gwillimbury and is bounded by Green Lane to the north and the Northwest Newmarket Planning area to the south.

For both planning areas, Woodspring Avenue is an integral part of the road network. It is the only link between the two planning areas and provides direct access to Green Lane, in the Green Lane West Planning area, and to Bathurst Street, in the Northwest Newmarket Planning area (*see Attachment 1*).

The intersection of Bathurst Street and Woodspring Avenue is already signalized, while the intersection of Woodspring Avenue and Green Lane is still unsignalized. Currently Woodspring Avenue is closed (barricaded) at the border between the Town of Newmarket and the Town of East Gwillimbury. The Town of Newmarket will permit an inter-connection only after traffic control signals have been installed at the intersection of Woodspring Avenue and Green Lane.

Development of the subdivisions in the Northwest Newmarket Planning area is close to completion. Full build out of the Harvest Hills Development is expected in 2012. Occupancies in the Harvest Hills development have already commenced, and these residents are currently utilizing the Green Lane and Woodspring Avenue intersection.

Traffic signal warrant analysis, using traffic count data collected on September 22, 2009, determined that Warrant 1 (minimum vehicle volume) is satisfied by 19% and Warrant 2 (delay to cross traffic) by 13 %.

The Region's Traffic Control Signal Warrant policy reads as follows

If an intersection of a Regional road and a local Municipal road meets the traffic signal warrants, one warrant at 100% or two warrants at 80%, signals will be programmed and installed at the cost of the Region.

and

If warrant 1 and 2 are not satisfied by 80% but are satisfied by at least 70% the signals can be programmed if the local municipality agrees to pay for the installation and on-going maintenance costs.

Therefore currently both the Regional and Municipal warrants are not satisfied. However, after signalization Woodspring Avenue will be opened between Newmarket and East Gwillimbury, resulting in a significant increase in traffic volumes and signal warrant compliance rates.

For reasons outlined in their correspondence dated August 17, 2009 (*see Attachment 2*) the Municipal Council of the Town of East Gwillimbury, at their regular meeting on August 10, 2009, resolved:

THAT Council herein request that the Regional Municipality of York approve the installation of traffic signals at Woodspring Avenue and Green Lane prior to the warrants being met and prior to the opening of the inter-connection of Woodspring Avenue between East Gwillimbury and Newmarket.

In reviewing this request, Regional staff reviewed a Traffic Impact Study report prepared by a traffic consultant. The traffic study confirmed that with increasing occupancy of the Harvest Hill development, combined with increasing traffic demands from the Northwest Newmarket planning area, traffic control signals are likely to be warranted by the end of 2010. The traffic control signals will also have pedestrian countdown displays.

Staff therefore responded to the Town of East Gwillimbury giving approval for the design and implementation of traffic control signals to proceed.

4. ANALYSIS AND OPTIONS

Staff's decision to permit the traffic control signals to proceed was based on the following technical considerations:

- An interconnection will cause a sudden increase in traffic volumes, which will then steadily increase as occupancy levels in the subdivision developments south of Green Lane continue to rise.
- A traffic control signal will likely improve safety at the subject intersection, especially considering the high travel speeds on Green Lane, the increasing volume of turning movements, and the high volume of construction vehicles using the intersection.
- An inter-connection will reduce traffic volumes on Yonge Street as traffic currently using Aspenwood Drive, Bonshaw Avenue and Dawson Manor Boulevard divert towards Woodspring Avenue and Green Lane to avoid congestion and delays on Yonge Street.

5. FINANCIAL IMPLICATIONS

The traffic control signal will be designed and implemented by the Developer of the Harvest Hill subdivision, after review and approval by the Region. The Developer will be eligible to apply for Development Charge credits.

6. LOCAL MUNICIPAL IMPACT

A traffic control signal will improve access to Green Lane for residents from the Harvest Hill subdivision. A traffic control signal will permit an interconnection between the Town of Newmarket and the Town of East Gwillimbury along Woodspring Avenue. This will benefit residents in the Newmarket Northwest planning area by providing more direct access to Green Lane and an opportunity to by-pass traffic congestion on Yonge Street.

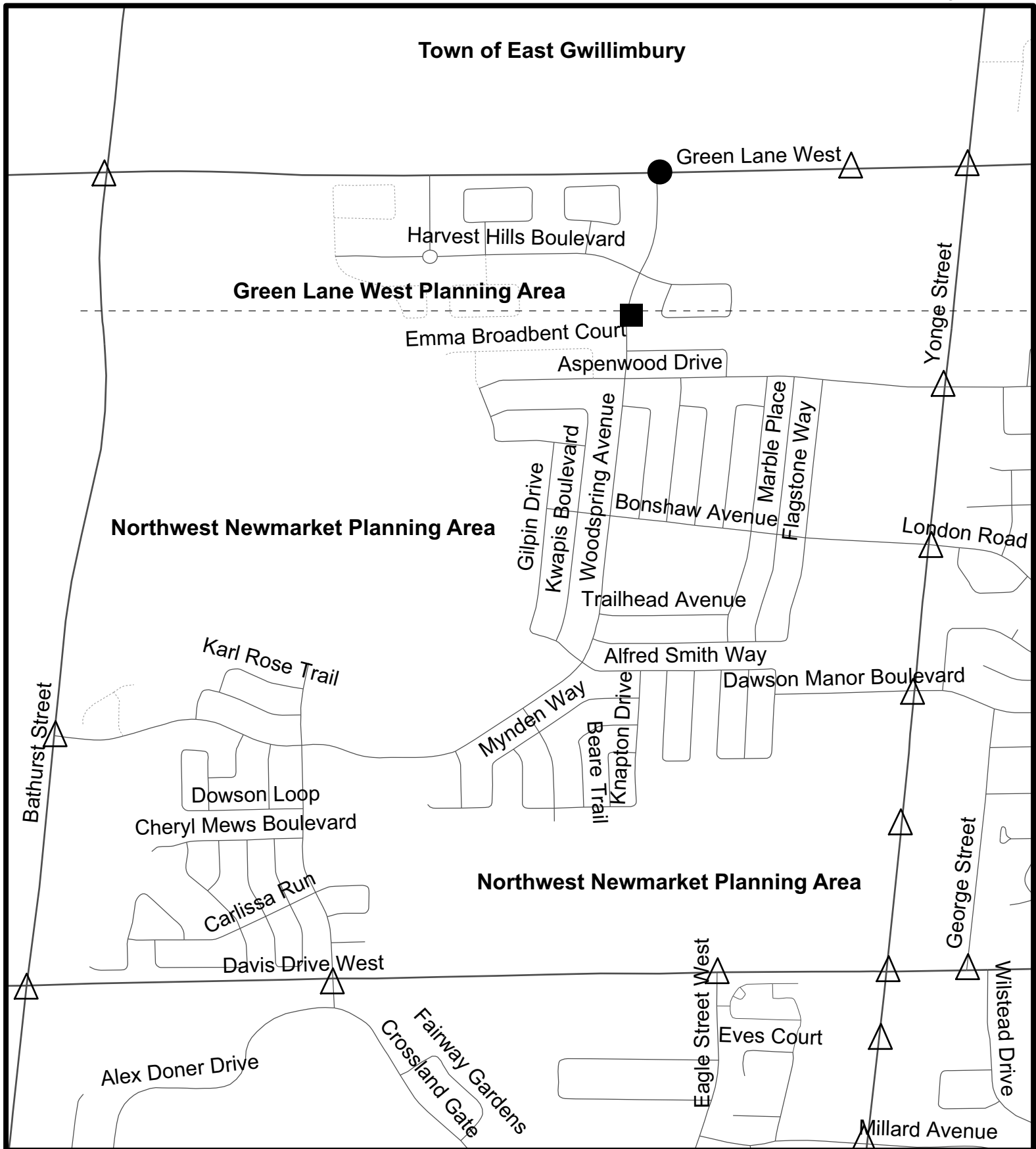
7. CONCLUSION

Through a resolution dated August 10, 2009, the Town of East Gwillimbury requested the Region's permission for a traffic control signal at the intersection of Green Lane and Woodspring Boulevard. Regional staff reviewed a traffic impact study and concluded that a traffic control signal could be warranted by the end of 2010. In view of the benefits to residents in East Gwillimbury and Newmarket, Regional staff complied with the Town's request to permit the signalization of the intersection.

For more information on this report, please contact Steven Kemp, Director, Traffic Management and Intelligent Transportation Systems at extension 5226.

The Senior Management Group has reviewed this report.

(The two attachments referred to in this clause were included in the agenda for the March 3, 2010 Committee meeting).



LOCATION PLAN

Woodspring Avenue at Green Lane
Proposed Traffic Control Signal
Town of East Gwillimbury



TRANSPORTATION SERVICES



Town of
East Gwillimbury

ATTACHMENT 2

Communication #4

Anna M. Knowles

Deputy Clerk
Corporate Services Department
905-478-4282 x 1240
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August 17, 2009

Regional Municipality of York
Office of the Regional Clerk
17250 Yonge Street
Newmarket, Ontario
L3Y 6Z1

Attention: D. Kelly, Regional Clerk



**REGION OF YORK
CLERK'S OFFICE**

FILE No. -

Dear Mr. Kelly:

Re: Harvest Hills Signalization at Intersection of Woodspring Avenue and Green Lane

For your information and records, at its regular meeting held on August 10, 2009, the Municipal Council of the Town of East Gwillimbury enacted as follows:

“WHEREAS Harvest Hills Development is responsible for the signalization at the intersection of Woodspring Avenue and Green Lane as part of their development agreement and Woodspring Avenue is a four lane major collector road connected with the existing section of Woodspring Avenue in the Town of Newmarket; and,

WHEREAS Woodspring Avenue is an integral part of the road network for both the Town of East Gwillimbury and the Town of Newmarket; and,

WHEREAS Town staff have identified that upon completion of the link between Newmarket and East Gwillimbury the intersection with Green Lane will be required to accommodate a considerable increase in turning movements for residents of both East Gwillimbury and Newmarket; and,

WHEREAS Green Lane is a four lane major arterial Regional road with high traffic volumes and speed; and,

WHEREAS construction vehicular movement is ongoing and occupancies have commenced within Harvest Hills utilizing the Woodspring Avenue/Green Lane intersection; and,

WHEREAS recent traffic studies presented to the Region do not meet warrants for signalization at this time, but will in the near future as development progresses and Woodspring Avenue is opened to Newmarket; and,

WHEREAS there has already been recorded vehicular accidents at the Woodspring Avenue/Green Lane intersection; and,

WHEREAS Regional staff have advised that a resolution of Town Council is required for the Region to consider signalization of regional intersections which do not yet meet warrants;

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“Our town, Our future”

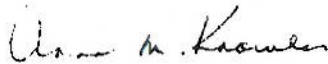
19000 Leslie Street, Sharon, Ontario L0G 1V0 Tel: 905-478-4282 Fax: 905-478-2808
www.eastgwillimbury.ca

BE IT THEREFORE RESOLVED:

THAT Council herein request that the Regional Municipality of York approve the installation of traffic signals at Woodspring Avenue and Green Lane prior to the warrants being met and prior to the opening of the inter-connection of Woodspring Avenue between East Gwillimbury and Newmarket; and,

THAT a copy of this resolution be forwarded to the Regional Clerk and Town of Newmarket.

Yours truly,



Anna M. Knowles
Deputy Clerk

c.c.: A. Moore, Clerk, Town of Newmarket
W. Hunt, General Manager, Community Programs and Infrastructure