

9

THROUGH TRAFFIC PROHIBITIONS DAVIS DRIVE AND CROSSLAND GATE/FORD WILSON BOULEVARD TOWN OF NEWMARKET

The Transportation and Works Committee recommends the adoption of the recommendations contained in the following report, April 18, 2007, from the Commissioner of Transportation and Works:

1. RECOMMENDATIONS

It is recommended that:

1. The following through movement restriction (buses excepted) in the Town of Newmarket be approved for implementation immediately following the intersection construction:
 - 1.1 A northbound through prohibition on Crossland Gate at Davis Drive (Y.R. 31).
 - 1.2 A southbound through prohibition on Ford Wilson Boulevard at Davis Drive (Y.R. 31).
2. A thorough assessment of traffic volumes at the intersection be completed within one year of the developing lands on the north side of Davis Drive (Y.R. 31) being substantially occupied with a view towards relaxing the prohibition to a more typical “time of day” restriction.
3. The Regional Solicitor prepare the necessary by-law.
4. The Regional Clerk forward this report to the Clerk of the Town of Newmarket and the Chief of York Regional Police, with a request to enforce as their resources permit.

2. PURPOSE

The purpose of this report is to consider a request from the Town of Newmarket’s Council to implement a north and south through movement restriction (buses excepted) at all times at the intersection of Davis Drive and Crossland Gate/Ford Wilson Boulevard in the Town of Newmarket. In accordance with the *Highway Traffic Act*, a Regional by-law is required before any traffic restriction can be signed and enforced.

This requested restriction is in anticipation of a potential traffic infiltration through the existing residential community, known as the Glenway Community, located on the south side of Davis Drive west of Eagle Street, from the future residential community currently

being developed on the north side of Davis Drive. A location plan is provided as *Attachment 1*.

3. BACKGROUND

Town of Newmarket staff has received concerns from residents in the area located in the Glenway community, regarding potential vehicular infiltration into their neighbourhood. The lands on the north side of Davis Drive, directly opposite Crossland Gate and the Glenway Community, are currently being developed and will include approximately five hundred and fifty residential dwellings. The construction of the underground infrastructure and road network is underway and is expected to be complete later this year. It is expected that occupancy of the homes will occur in late 2007 and carry through into early 2008. The primary street connecting this future development will align directly opposite Crossland Gate and is called Ford Wilson Boulevard.

Through a resolution (*see Attachment 2*) dated January 22, 2007, the Town of Newmarket Council recommended the Region review the possibility of restricting through vehicular movements, at all times, to Crossland Gate from the future street connecting these two communities and requested that the Region approve and implement a northbound through prohibition on Crossland Gate at Davis Drive and a southbound through prohibition on Ford Wilson Boulevard at Davis Drive.

4. ANALYSIS AND OPTIONS

Typically, turning movement and/or through movement prohibitions are only implemented at locations where traffic infiltration has been identified as a concern, and are usually for specific peak traffic periods. The Region requires a local municipality to conduct various traffic studies and observations prior to consideration of any traffic prohibitions. These studies are required to confirm if a traffic infiltration problem exists. Once it is determined that a traffic infiltration problem exists, the local municipality is required to conduct a survey to poll the residents to see if there is support for the restrictions.

The street north of Davis Drive has not yet been constructed and the lands north of Davis Drive are not currently occupied. It is therefore impossible to demonstrate that there is an infiltration problem. Since there are no demonstrated traffic infiltration patterns through the Glenway Community, a poll of the residents on the matter of infiltration from the new street and subdivision would be speculative.

In response to community concerns, the Town of Newmarket conducted a survey of the residents of the Glenway Community. In late 2006, in conjunction with the local ratepayers group, the Town of Newmarket circulated a survey to 643 residents within the Glenway Community to determine a consensus for these potential through traffic

prohibitions. A draft of this survey was forwarded to Regional staff for review prior to it being delivered to the area residents.

Town of Newmarket staff received 282 completed surveys, for a response rate of 44%. The results of this survey indicate that 85% of these residents are in favour of the potential through traffic prohibition. Based on the results of this survey, on January 22, 2007, Newmarket Council approved the through movement prohibitions at all times and requested the Region to implement the necessary prohibitions.

4.1 Implications of Prohibitions

In areas where demonstrated traffic infiltration patterns exist, turn or through traffic prohibitions are implemented with the intention to reduce the amount of cut-through traffic within a residential development. Typically, these prohibitions are implemented during a specific time period to discourage traffic during peak hours from cutting through a residential area, usually to avoid a congested area such as a high volume intersection.

Disadvantages to these types of prohibitions are:

- All residents of the area are impacted. Residents of the Glenway area would not be able to travel north to the new area to by-pass Davis Drive to get to the shopping area adjacent to Yonge Street, and the residents from the new development, north of Davis Drive would not be able to go south to access Glenway Golf Club and Fitness Centre, the schools in the area or the Ray Twinney Recreational Complex.
- Traffic volumes on other local streets can actually increase upon implementation of the prohibitions.
- Residents of other streets in the vicinity of the traffic prohibition experience negative effects of traffic infiltration through their neighbourhood, in effect, exacerbating the situation.
- Businesses in the area can experience fewer customers after the implementation of traffic prohibitions as accessibility to these establishments is more difficult (i.e. Glenway golf club, Glenway fitness centre, Ray Twinney Recreation Centre etc.).
- Difficult to enforce and require continuous and frequent monitoring by police to be effective.
- Motorists abiding by the prohibitions often attempt unsafe manoeuvres such as “u-turns” at downstream intersections in order to access homes and businesses within the neighbourhood where these prohibitions are in effect.

Crossland Gate is a short street that provides access to Alex Doner Drive to the west and continues as Crossland Gate in a south-east direction. Both these roads are winding

circuitous local residential roads surrounding the Glenway golf course and fitness centre. Based on studies conducted by the Town, this roadway carries approximately 1,700 vehicles a day. Crossland Gate connects to Davis Drive at an un-signalized 'T' intersection that will eventually be reconstructed to accommodate Ford Wilson Boulevard to the north. The new intersection is expected to be signalized providing a safe and effective access to and from Davis Drive from the adjacent communities. It will also provide a community connection between the Glenway Community and developing residential lands to the north.

At this point, Ford Wilson Boulevard has not been constructed and there is currently no demonstrated traffic infiltration problem. Until the road is built and homes are occupied the necessary studies cannot be undertaken. Upon completion of the new development, the Town of Newmarket should complete the required studies for reconsideration of the full restrictions. At that time, a report on the possibility of relaxed prohibitions can be considered. Typically, if an infiltration problem is found to exist, through restrictions are implemented to deal with the specific times of the day that infiltration is occurring, leaving other times of the day to allow community trips.

4.2 Prohibition Recommended Subject to Future Review

A permanent through traffic prohibition (in both directions) is a measure that may be premature at this time. As the developing lands north of Davis Drive are built out, the new residents will expect ready access to facilities on the south side of Davis Drive, including the Glenway Club and the Ray Twinney complex.

For these reasons, it is suggested that the through traffic prohibitions be installed once Ford Wilson Boulevard is constructed and the intersection at Davis Drive is complete on the understanding that a further review of the intersection will take place within one year of a substantial occupancy of the community north of Davis Drive. It is expected that the review will assess the potential impacts with greater certainty and result in the prohibitions being adjusted to a more suitable "time of day" restriction. This will address any frustrations that are likely to result in potentially unreasonable, through-traffic prohibitions.

The signs prohibiting through traffic will be installed prior to the intersection being opened. Coordination with Newmarket staff will be required for this purpose.

5. FINANCIAL IMPLICATIONS

The financial implications of signage are accommodated within the 2007 Roads operating budget.

6. LOCAL MUNICIPAL IMPACT

The Town of Newmarket's Council requested the implementation of through movement prohibitions (buses excepted) at the intersection of Davis Drive and Crossland Gate/Ford Wilson Boulevard. Regional and Town staff met to discuss these potential prohibitions and since the disadvantages related to implementing prohibitions where traffic infiltration have not yet been demonstrated, the restrictions will be subject to further review and modification.

Regional staff will work closely with Town staff to monitor traffic in the area and assess the impacts of the alternative prohibitions once local traffic patterns have stabilized following the opening of Ford Wilson Boulevard.

7. CONCLUSION

The residents of the area located in the Glenway community of Newmarket are concerned about the potential of traffic infiltrating through their neighbourhood from the future residential community on the north side of Davis Drive. As a result, the Town of Newmarket's Council requested that the Region approve and implement the following restrictions (buses excepted):

- A northbound through prohibition on Crossland Gate at Davis Drive.
- A southbound through prohibition on Ford Wilson Boulevard at Davis Drive.

In accordance with the *Highway Traffic Act*, a Regional by-law is required before any traffic restriction can be signed and enforced. It is recommended that these prohibitions be implemented subject to further review as there is not a demonstrated traffic infiltration problem at this time. Regional staff will work with Town of Newmarket staff to monitor development activity and traffic in the area. It is expected that the intersection will be reviewed within one year of a substantial occupancy level north of Davis Drive. The expectation is that the restriction can then be relieved and something more practical put in its place.

For more information on this report, contact Brian Harrison, Director, Operations, Roads Branch at extension 5205 in the Transportation and Works Department.

The Senior Management Group has reviewed this report.

(The attachments referred to in this clause were included in the agenda for the May 2, 2007 Committee meeting.)