



DEVELOPMENT AND INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
TOWN OF NEWMARKET
395 Mulock Drive www.newmarket.ca
P.O. Box 328 info@newmarket.ca
Newmarket, ON L3Y 4X7 905.895.5193

May 19, 2017

**DEVELOPMENT AND INFRASTRUCTURE SERVICES - ENGINEERING SERVICES
INFORMATION REPORT ES 2017-22**

TO: Mayor Van Bynen and Members of Council
SUBJECT: **Sandford Street Traffic Calming and Bicycle Lanes**
ORIGIN: Director, Engineering Services

PREAMBLE

In accordance with the Procedure By-law, any Member of Council may make a request through the Town Clerk for this Information Report to be placed on an upcoming Committee of the Whole Agenda for discussion.

BACKGROUND

At its regular meeting of June 27, 2016, Town Council dealt with Development and Infrastructure Services Report – ES 2016-24, dated May 11, 2016 and entitled “Savage Road / Sandford Street Traffic Review”, which recommended that Town staff begin discussions with the area residents in regards to implementing bicycle lanes as a traffic calming measure. Town Council deferred this recommendation in favour of staff working with the Ward Councillor and the residents to monitor and evaluate the traffic calming measures being proposed.

While the bike lanes were being considered, staff implemented a few other traffic calming measures as pilot projects along Sandford Street in the summer and fall of 2016 and through the winter of 2016-17. In May 2017, the Ward Councillor informed staff that the traffic calming measures were working very well and that the traffic situation had improved tremendously as a result of their implementation. The Councillor felt that there was no need to further consider accelerating the construction of bike lanes along Sandford Street.

This report addresses the matter and the requirements under item #3 of “Schedule A” of the Town’s Outstanding Matters List.

COMMENTS

Town staff had recommended bicycle lanes as a traffic calming measure for Sandford Street. The use of bike lanes to narrow the portion of roadway available for automobiles is a proven traffic calming practice. However, Schedule D of the Town's Official Plan shows Sandford Street as a "Secondary Active Transportation Route", meaning that bike lanes along Sandford Street would be premature at this time. In fact, the secondary bicycle lanes along Sandford Street were intended to provide connectivity between primary cycling facilities which currently do not exist and may not be constructed for some time (e.g.: Mulock Drive and Savage Road bike lanes). However, in cases where there are proven traffic control issues that involve speeding, secondary bike lanes can be accelerated to provide traffic calming.

The Town is currently working towards an Active Transportation Implementation Plan (ATIP). Part of the work that is being conducting involves the examination of all routes identified in "Schedule D" of the Town's Official Plan in order to determine the best timeframe for their development. The ATIP is expected to be completed in the fall of 2017. The final report will provide the Town with the recommended timing of the active transportation network throughout the Town, including the area in question on Sandford Street.

While the bike lanes were being considered, staff decided that Sandford Street might be a good candidate to try out a few traffic calming pilot projects that were being considered which would hopefully improve traffic safety. Two measures were implemented. First, staff installed a set of the new flexible bollards that the Town has been testing to see how they would perform on Sandford Street. In addition to the bollards, staff also deployed a solar pole-mounted radar speed board unit over the entire winter. The solar pole mounts were also pilot project in that data was being collected to determine how well they performed during cold weather and low sunlight / shorter daylight conditions. Staff also wanted to determine the performance of the solar speed boards through a longer term deployment period of several months.

A meeting was held with the Ward Councillor in May 2017. The purpose of the meeting was to further discuss the public consultation process for the implementation of the secondary bike lanes for the purpose of traffic calming on Sandford Street. However, the Ward Councillor advised staff that she and the residents of the area were very satisfied with the performance of the flexible bollards as a traffic calming measure and that they felt that the traffic issue had been resolved. She also stated that there was no longer a need to accelerate the construction of the secondary bike lanes along Sandford Street, as long as flexible bollards would be installed in 2017. She also felt that the requirement under item #3 of "Schedule A" of the Town's Outstanding Matters List was no longer required.

Therefore, staff is proposing to continue with the flexible bollards and solar speed board program in 2017, instead of accelerating the secondary bike lanes on Sandford Street. As a "Phase 2" of the pilot project on Sandford Street, Town staff will install two sets of flexible bollards to extend the narrowed section of the road. Staff will study the overall impact on traffic operations and speeds when two sets of traffic calming bollards are combined. The location of the bollard sets has been discussed with the Ward Councillor, who is in agreement with the Phase 2 strategy.

PUBLIC CONSULTATION

Town staff and the Ward Councillor have been working together to resolve this issue.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

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

HUMAN RESOURCE CONSIDERATIONS

There is no impact on current staffing levels.

BUDGET IMPACT

Operating Budget (Current and Future)

The cost of the flexible bollards is being covered by the Traffic Management Operating budget.

Capital Budget


There is no impact on the current Capital Budget.

CONTACT

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services at 905-953-5300, press "2", then extension 2508, or MKryzanowski@Newmarket.ca.



Mark Kryzanowski, BES, MCIP, RPP
Manager, Transportation Services



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



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