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Traffic Speed Mitigation – Queen and Lorne Intersection - Update Information Report

Report Number: 2018-53

Department(s): Engineering Services

Author(s): Director, Engineering Services

Date: September 21, 2018

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

Purpose

The purpose of this report is to outline the traffic calming measures around the Queen/Lorne intersection in advance of reconstruction in 2020.

Background

At its regular meeting of April 16, 2018, Town Council adopted an additional recommendation to the Lorne Avenue and Queen Street Traffic Review Staff Report (2018-09), which stated:

That staff be directed to review temporary speed mitigation measures for Lorne Avenue and Queen Street leading to and from this intersection, and report back with recommendations.

Discussion

In order to recommend speed mitigation measures, a review of the latest speed information for each leg of the intersection was undertaken. Results are listed below.

Queen/Lorne Intersection approach speeds (please note that the posted speed on these roads is 40 km/h and the operating speeds for traffic calming purposes is 55 km/h):

North leg – 58 km/h (2016)

South leg – 41 km/h (2017)

East leg – 52 km/h (2016)

West leg – 50 km/h (2017)

Queen Street and Lorne Avenue are classified as residential collector roads. Queen Street (including the intersection) has been under construction since the summer of 2017.

Based on the current Transportation Management Policy, the north leg of the intersection is of most concern because the operating speeds are in excess of the policy limit (55 km/h for residential collector roads). Operating speeds are defined as the speed at, or below which 85 percent of all vehicles are observed to travel. This is also referred to as the “85th percentile” speed.

Prior to the recommendation received by Council on April 16, 2018, the following traffic calming and traffic safety improvements had already been designed and in some cases implemented for the intersection and corresponding intersection legs:

1. Ladder markings at the intersection to improve visibility and enhance the visual nature of the intersection.
2. A triple set of speed calming flexible road bollards at the north leg, which already formed part of the 2018 road bollard program.
3. A pedestrian island (which was already part of the Queen Street reconstruction project design) at the west leg, just west of Forest Glen Road.

The intersection ladders and the pedestrian refuge island have now been installed, and both are permanent features to enhance traffic calming. The speed calming flexible bollards are considered temporary and can be reinstalled in 2019.

Conclusion

The additional permanent and temporary measures that have been implemented should mitigate the speeds at and around the intersection. The reconstruction of Lorne Avenue in 2020 will provide further opportunities to implement other permanent traffic calming solutions that are currently being considered for the design.

Business Plan and Strategic Plan Linkages

This report links to Newmarket’s Strategic Plan direction, Well Planned & Connected, by protecting vulnerable road users and improving travel within Newmarket.

This report also aligns with Council's 2014-2018 Strategic Priority - Traffic Safety & Mitigation, by ensuring safe streets, improving traffic congestion, and supporting major transit service enhancements.

Consultation

No consultation was undertaken in the preparation of this report.

Human Resource Considerations

Not applicable to this report.

Budget Impact

Operating Budget – Not applicable to this report.

Capital Budget – Not applicable to this report.

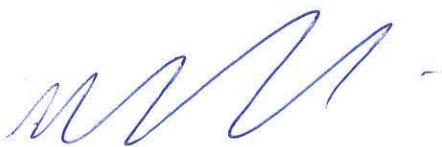
Attachments

None

Contact

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-953-5300, ext. 2508 or mkryzanowski@newmarket.ca

Approval



Mark Kryzanowski, Manager,
Transportation Services



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

A handwritten signature in black ink, appearing to read "Peter Noehammer". The signature is fluid and cursive, with a long horizontal stroke at the end.

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