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## **Traffic Calming Program Update - 2022 Information Report to Council**

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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 indicate the approximate locations of the Category 1 traffic calming measures in the Town for 2022.

### **Background**

This report highlights the Town's recommended Traffic Calming program for 2022. Suggestions made by Councillors during the Traffic Calming Workshop held in November 2021 were taken into consideration in the selection of locations for traffic calming installations. Councillors are encouraged to provide input to the Manager, Transportation Services, until early spring, at which time implementation will begin.

### **Discussion**

The five Category 1 Traffic Calming measures discussed in this report are:

1. The In-road bollard program;
2. The Centre line bollard program;
3. The new urban shoulders program;
4. The intersection ladder program;
5. The solar radar board program.

#### **In-road Bollard Program:**

This year, two (2) locations in each Town Ward are being selected for the in-road bollard program. These locations will likely consist of 2 or 3 sets of bollards in tandem, with a 3-bollard configuration per set (i.e. two smaller bollards near the curbs on each side, and a

larger bollard in the centre). The proposed locations for bollards are shown in Appendix A.

It should be noted that these locations are subject to minor changes due to field conditions and based on the installation contractor's expertise.

### **Centre Line Bollard Program:**

Centre Line Bollards consist of a single bollard placed on the centre line or, if there is no painted line, in the centre of the road. The installation may involve one single bollard, or a grouping of 2 or 3 centre bollards in succession. The Centre Line Bollard was successfully piloted by Transportation Services in 2021 and, as a result, the program is being expanded to two (2) per Ward in 2022. The locations for 2022 are shown in Appendix B. It should be noted that the locations can be slightly altered as a result of field conditions or in response to the installation contractor's recommendations.

### **Urban Shoulders:**

New this year is a traffic calming measure known as an "Urban Shoulder". The Urban Shoulder consists of a white line painted anywhere from 1.0 to 2.0 metres away from a curb, and may or may not be on both sides of the road.

At first glance, urban shoulders might look like bike lanes, but they are not. One main difference is that on-road parking is not affected by Urban Shoulders. So any existing parking restrictions remain as they were prior to the installation of Urban Shoulders and any on-road parking that was previously allowed continues to be allowed after the lines are painted.

Several municipalities have used Urban Shoulders with improvements in speed reduction. The general premise conforms to the narrowing of a travel lane. The Town has been successful with the narrowing of travel lanes by creating very effective painted medians through the curved portions of some of our roads. Urban Shoulders have the same effect, by narrowing travel lanes for motorists (similar to the results obtained with bike lanes). A local example would be the current urban shoulders on Prospect Street/Bayview Avenue between Water Street and Mullock Drive.

The proposed locations for Urban Shoulders are given in Appendix C. Staff is proposing to bring on one Urban Shoulder installation per ward in 2022 to allow proper monitoring of results.

### **Intersection Ladder Program:**

The Intersection Ladder program was designed to provide better visibility between drivers and pedestrians in areas where there are higher numbers of pedestrians and possible collisions. Over the past years, one or two ladder locations were installed per Ward per year. More were added when possible through our Capital program. This year, the ladder program is transitioning from an annual program to an as-needed

program, with additional locations still being provided during Capital construction. The locations proposed for 2022 are noted in Appendix D.

**Solar Radar Board Program:**

The Solar Radar Board program is being augmented with seven (7) new units (one additional board for each Ward). Each Ward will now have a total of three (3) Solar Radar Boards that will be moved monthly. Additional requests from the Ward Councillors and from the community have created amendments to the locations list in the past. Staff will continue to be receptive to requests from Councillors and the Community, as we have in the past. New location requests can be made by contacting Customer Service.

**New Pilot Trial for 2022:**

In response to requests by several Councillors, Transportation Services will be piloting two (2) cut-out figures of a child to be placed securely at the side of a busy street to see if this will have any effect on speed reduction. Two cut-out figures have been ordered and received. The cut-out is shown in Figure 1, below.



**FIGURE 1**

**Cut-Out of Child for Traffic Calming Pilot (“Safety Sally”)**

One of the cut-out figures is reserved for the Lorne Avenue Traffic Calming Demonstration Project, and the other will be placed in a strategic location based on technical factors. Both installations will be monitored for before-and-after results to determine their effect on lowering speeds. If the figures are effective, staff will determine how long the effect will last as part of the evaluation. Staff will also monitor for theft and vandalism. If results are favourable, this pilot could be expanded, or the cut-outs may become a permanent part of the Town's traffic calming program.

## **Conclusion**

This report and appendices provide a list of the draft locations for the traffic calming measures. Exact locations will be finalized at the time of installation, based on a field evaluation, or as a result of feedback received by early spring, 2022.

## **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.

## **Consultation**

Prior input received through the year and from the recent November 2021 Council Workshop on traffic mitigation was taken into account in the preparation of this report. Public notices/information will be sent out to the community prior to the installation of any facility, except the solar radar board program.

## **Human Resource Considerations**

None.

## **Budget Impact**

The budget for all these initiatives is funded by the Transportation Services Operating Budget.

## **Attachments**

Appendix A - In-road bollard locations

Appendix B - Centre line bollard locations

Appendix C - Urban shoulders locations

Appendix D - Intersection ladder locations

## **Contact**

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-953-5300, extension. 2508 or [mkryzanowski@newmarket.ca](mailto:mkryzanowski@newmarket.ca)

## **Approval**

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