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William Roe Boulevard and Dixon Boulevard Traffic Update Information Report to Council

Report Number: INFO-2021-21

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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 provide additional traffic information as requested by Town Council.

Background

At its regular meeting of February 1, 2021, the Committee of the Whole referred the Development and Infrastructure Report – 2021-05, entitled “William Roe and Dixon Boulevard Traffic Review” back to staff to gather more traffic data and to present additional information to Town Council.

Discussion

The tables for the previous report (2021-05) have been simplified and updated to reflect the new information, as shown below.

The William Roe Boulevard table has information for east and west of Dixon Boulevard, and for three different years. The 2021 values represent the new information collected as per Council’s direction. It should be noted that, during the Yonge Street VivaNext construction, traffic patterns in this area were affected by infiltration from drivers diverting onto William Roe Boulevard in an effort to avoid construction delays. As a result, it is very likely that the 2020 values that were collected shortly after the

completion of the VivaNext project on Yonge Street represented values that had not fully returned to the pre-construction levels. Therefore, the 2014 time period, which reflects a time prior to construction, is considered to be the base case.

WILLIAM ROE BLVD	2021			2020			2014		
	AVG. SPEED	OP. SPEED	ADT	AVG. SPEED	OP. SPEED	ADT	AVG. SPEED	OP. SPEED	ADT
WEST of Dixon Boulevard	42.0	48.0	2,320	40.3	46.8	2,396	42.2	48.4	3,082
EAST of Dixon Boulevard	42.0	49.0	1,845	38.8	45.7	1,940	42.2	49.1	2,560
	42.0	48.5	2,083	39.6	46.3	2,168	42.2	48.8	2,821

The information for the 2021 time period illustrates that the speeds and volumes have returned to or near to the base case volumes and speeds that were measured in 2014.

Much like the William Roe Boulevard table, the Dixon Boulevard table has information for north and south of William Roe Boulevard, and for three different years. The values for 2021 are the recent data that was collected as a result of Council's direction for Staff to provide more information. The 2019 time period presents a time near the end of the VivaNext Yonge Street work, so traffic patterns would not have been fully re-established. The 2016 time period reflects a time prior to construction, and is considered to be the base case for Dixon Boulevard.

DIXON BLVD	2021			2019			2016		
	AVG. SPEED	OP. SPEED	ADT	AVG. SPEED	OP. SPEED	ADT	AVG. SPEED	OP. SPEED	ADT
NORTH of William Roe Boulevard	43.0	50.0	890	40.5	47.9	1,371	42.4	50.1	944
SOUTH of William Roe Boulevard	41.0	50.0	845	39.7	47.5	1,198	41.2	49.3	772
	42.0	50.0	868	40.1	47.7	1,285	41.8	49.7	858

Again, much like William Roe Boulevard, the speeds and volumes are seen to be returning to the base case traffic levels.

Although the traffic patterns and volumes are reverting back to the base case on both streets, Staff recommends that additional measures be taken. For William Roe Boulevard, Staff will be implementing a pilot project, which will see the installation of one or more centre line flexible bollards to provide a visual cue for drivers to slow down. This pilot will be monitored to see how effective the centre bollard is in slowing traffic down.

Positive results would support the use of this measure in the centre of other similar streets in the future.

For Dixon Boulevard, Staff will instruct the Town's line painting contractor to install a yellow centre line from Eagle Street to Sandford Street. A fresh, visible centre line is proven to help narrow the perceived width of travel lanes, especially in long and straight road sections, thereby acting as a traffic calming measure to reduce speeds. This measure will also be monitored to determine its effectiveness on lowering speeds.

Conclusion

The additional information that was collected shows that the speeds and volumes are returning to their normal pre-construction base levels, as expected. In addition to the Category 1 measures that were recommended in Report 2021-05, Staff will implement other, more aggressive, speed-control measures. For Dixon Boulevard, Staff will be installing a yellow centre line from Eagle Street to Sandford Street, and for William Roe Boulevard, a pilot project using one or more centre line flexible bollards will be implemented where feasible. Speed reduction in both cases will be monitored.

Business Plan and Strategic Plan Linkages

This review addresses the Council Strategic Pillar entitled "Safe Transportation (Streets)". More specifically, the project addresses the following priorities under the "Safe Transportation (Streets)" Strategic Pillar:

- ii) Continue to implement the traffic mitigation strategy and Active Transportation Plan and explore/advance an off-road Mullock multi-use path;
- v) Develop a 'complete street' design and construction/reconstruction methodology to support ongoing safe street initiatives and continue to explore design options related to speed reduction, where appropriate.

Consultation

No consultation program was undertaken in the preparation of this report.

Human Resource Considerations

None.

Budget Impact

Any Category 1 measure can be accommodated within the Transportation Business Unit's Operating Budget.

Attachments

None.

Contact

For more information on this report, please contact Mark Kryzanowski, Manager, Transportation Services, at 905-953-5300, extension. 2508.

Approval

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