

Memo

TO: Development Services Committee (DSC)
FROM: Kelvin Kwok
DATE: June 15, 2024
SUBJECT: Traffic Calming of Carlton Road, from Kennedy Road to McCowan Road

I have been a resident of Carlton Road in the Lane Transition Area (Waterbridge Lane to Burndenett Creek) since 1992. I also served on the City of Markham's Committee of Adjustment (COA) for the last 5 years (2019-2024)

Overall, I am writing to DSC in support of Transportation Staff's direction on Carlton Road Traffic Calming.

I'd like to commend Transportation Staff for addressing Carlton Traffic Calming in a complete and transparent way. Excessive vehicular speed on this stretch of Carlton has been an ongoing issue for years leading to many unsafe vehicular movements. Refer to Appendix C for live examples that reflect Staff's findings.

While Staff have presented compelling options that address safety and adapted to resident comments received in PIC 1 & 2. There are three items that I would recommend for DSC to ask Staff to revisit and provide revised solutions during detailed design.

1. Elimination of On Street Parking

Transportation staff have communicated that on street parking is prohibited due to bicycle lanes and a study that shows low street parking utilization, except for the section at Quantztown Park. While from an academic engineering perspective the utilization may be low. There are existing practical factors to consider:

- i. Current & increasing multi-generation households that rely on daytime transient street parking. This is prevalent not only in my own household but for many of my neighbours on the street. Grandparents help with young children or households that have adult children.
- ii. Households that have accessory dwelling units (basement suites). As encouraged as of right by Bill 23. Having transient parking encourages the creation of units and also discourages paving of front yards for parking.
- iii. Service providers to households, such as landscape services and an increasing use of parcel deliveries, i.e., Amazon.

When asked to Transportation Staff how parking would work, the answer was utilizing side-streets for parking, or it would be up to a by-law officer's discretion to ticket if a vehicle was parked on the street.

I don't agree with Staff's approach and have seen this firsthand as a problematic approach based on parking reduction variances related to accessory dwelling units that have come to the COA. Staff's

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report would support the parking reduction by suggesting the parking to be “self-regulating” and violators to be ticketed. This is not an efficient use of the City’s resources when we know that parking is needed on the street and have been a right since the creation of the subdivision. When compared to streets similar to Carlton such as, Cornell Centre Blvd. There are designated street parking areas along with bike lanes. We should seek a solution that balances the incorporation of bicycle lanes with practicality. Be diligent and maximize the City’s resources in other areas.

Refer to Appendix A for examples of Carlton on street parking use, Cornell Centre Blvd, COA transportation staff self-regulating language example, and correspondence with transportation staff.

My recommendation for the committee is to direct staff as part of detailed design to incorporate on-street parking in all segments between Waterbridge Lane to Mansfield Lane.

2. Carlton Rd @ /Waterbridge Ln Intersection

Per the 2020 Traffic Safety Audit, Carlton Rd @ Waterbridge Ln has the identical safety risk factors to Carlton Rd @ Central Park Drive, but there are no proposed improvements at Carlton Road @ Waterbridge Ln.



Figure 1: Carlton Rd @ Waterbridge Ln

Residents in PIC 1, including many parents echo this sentiment as vehicles often fail to stop or stop too late at this stop sign even though it’s one of the largest in Markham with a flashing beacon. A local school bus (heading west) stops just prior to the stop sign before turning right up Waterbridge Ln.

Staff’s response to my inquiry was that not stopping at the stop sign is a driver behavioral issue that can only be addressed through ongoing police enforcement. This is contradictory to why traffic calming was introduced in the first place because police enforcement is short lived and is not a permanent solution.

My recommendation for the committee is to direct staff as part of detailed design to add in safety measures at the Carlton Rd/Waternbridge Ln intersection.

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3. Waterbridge Ln to Burdenett Creek - Lane Transition Area

- i. The westbound traffic remains as two lanes to accommodate the morning AM rush hour. In my opinion, this is a missed safety opportunity as this stretch leads to the stop sign at Carlton/Waterbridge. This stretch and intersection see's the most traffic at 7,000 vehicles per day with the highest reported operating speeds per staff's report.

An effective safety measure that should be considered is the use of speed cushions in the westbound 2 lane stretch to help slow vehicle speeds heading west.

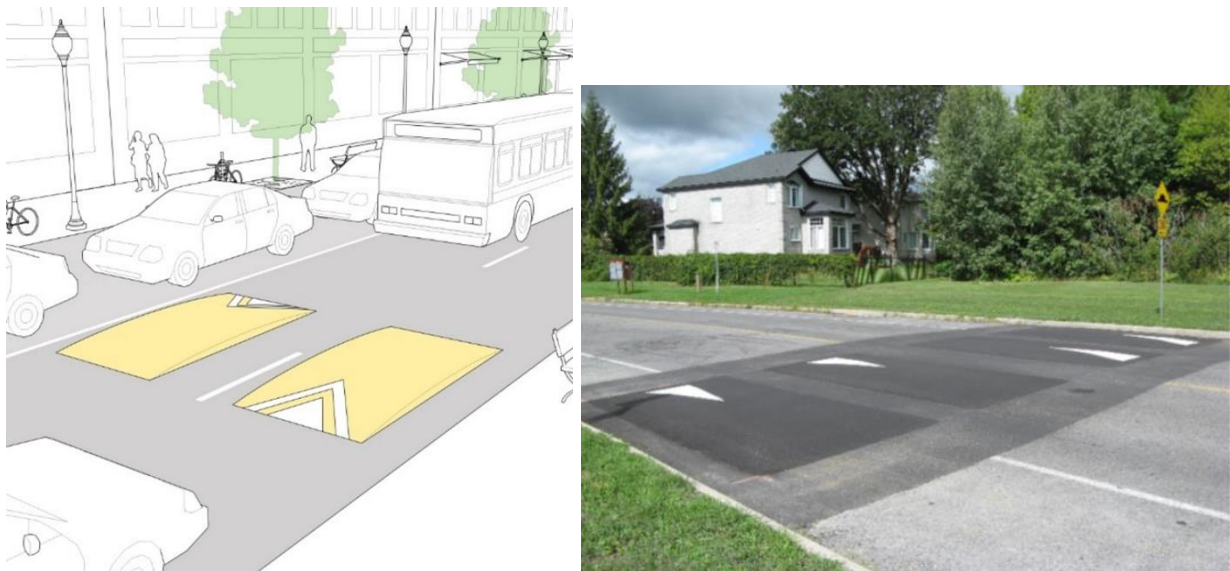


Figure 2: Speed Cushion

Application/Considerations/Outcomes

- Appropriate for local and collector streets
- May require special winter maintenance considerations.
- Less impacts to cyclists, transit, and emergency service vehicles compared to speed humps.
- Could result in "reduction in 85th percentile speeds up to 8 km/h" (TAC Canadian Guide to Traffic Calming, 2017)
- Image sources: NACTO, TAC Canadian Guide to Traffic Calming, 2017
- Reference: https://haveyoursay.vaughan.ca/neighbourhood-plan/news_feed/speed-cushions

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In the lane transition area eastbound, there is a bend and is also where Staff notes a fatal collision that occurred in the early 2000s. This bend has had many collisions over the years. I urge the committee to direct staff to carefully consider how the road can safely transition from 1 lane to 2 lanes westbound. The use of speed cushions or other safety measures should be considered.

Refer to Appendix B for an example witnessed on Sunday June 16, 2024.



Figure 3: Looking Westbound Carlton Rd @ Lorraine Cres East

My recommendation for the committee is to direct staff as part of detailed design to add in safety measures that slow down vehicles towards the stop sign at Carlton/Waterbridge Ln and take extra precaution to include safety measures at the transition point from 1 to 2 lanes in both the westbound and eastbound directions.

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Appendix A

On Street Parking examples



Carlton Rd at Manhattan Road

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618 Carlton Rd
Markham, Ontario
Google Street View
May 2021 See more dates



654 Carlton Rd
Markham, Ontario
Google Street View
Jul 2018 See more dates



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COA – Staff Comment Reduced Parking Example

Reduced Parking Spaces

File: A/126/20

Address: 33 Saltspring Drive – Markham, ON

Applicant: Elie Fotsing

Agent: YEJ Studio and Consulting Inc.

Hearing Date: February 3, 2021

The Parking By-law requires two parking spaces be provided for the principal dwelling unit, plus one additional space for an accessory dwelling unit or secondary suite. The existing single-car garage and driveway currently provides for a total of two parking spaces. Staff are of the opinion that a reduction in parking may be considered “self-regulating”, as the secondary suite could be of interest to an occupant that does not require a parking space, in the event that both parking spaces are required for use by the owner of the dwelling. It is noted that no overnight parking is permitted on this street, and violators would be ticketed nightly.

Cornell Centre Blvd On-Street Parking layout



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City Staff correspondence

From: Kelvin Kwok

Sent: Thursday, June 13, 2024 3:39 PM

To: Porretta, David <DPorretta@markham.ca>; Reid McAlpine <reid@reidmcalpine.ca>

Cc: Councillor, Karen Rea - Markham <KRea@markham.ca>; Cheah, Loy <LCheah@markham.ca>

Subject: RE: Carlton Road - Vehicle Speed / Truck Use Issues

Hi David & Loy,

I met you both at PIC #1 earlier in the year and reviewed staff's report to DSC.

Can you clarify a few items for me:

1. Lane Transition Area

- a. As this transition westbound back to 2 lanes, what are the measures to deter driver's from re-accelerating towards Waterbridge Lane. It's well known that many vehicles fail to stop despite the enormous Stop Sign.

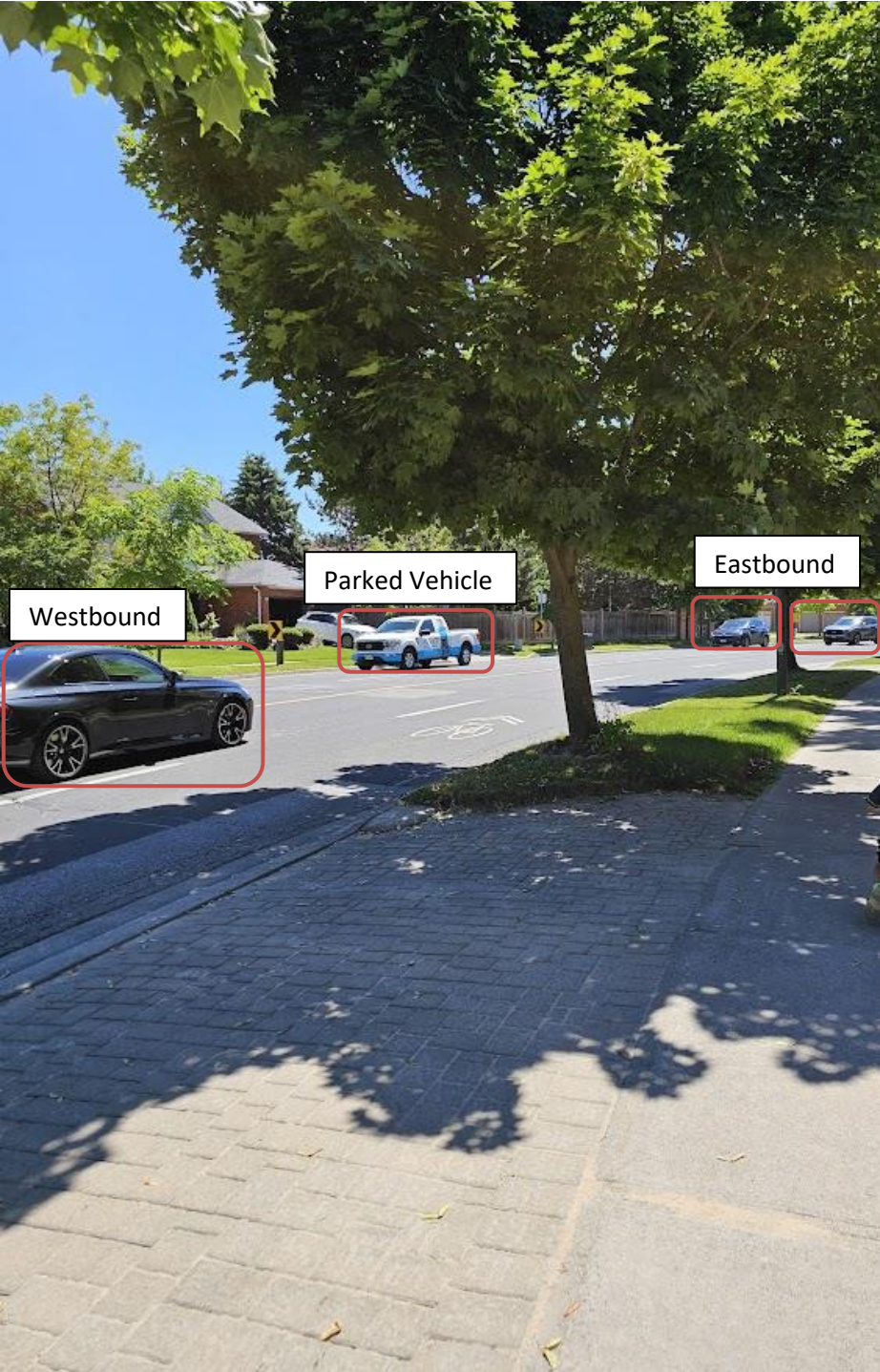
While we expect that our recommended design will reduce vehicle speeds overall, it is not specifically intended to target drivers purposely running stop signs. This is a driver behavioral issue that can only be addressed through ongoing police enforcement. As you are aware, we have implemented multiple large stop signs, flashing red beacons, advance warning signs and enhanced the crosswalks at this intersection. So, from an engineering perspective, we have taken reasonable measures to ensure drivers are afforded every opportunity to slow and come to a full stop.

- b. Will there be any on-street parking allowed? Thinking about the various 3-generation households along this stretch with multiple vehicles as well as landscapers and parcel deliveries.

Limited street parking is proposed near Quantztown Park on the south side of Carlton Road. Elsewhere, street parking will be prohibited to accommodate the bike lanes. The street parking utilization study that was conducted through this project revealed very low street parking utilization on Carlton Road. Any vehicles that may wish to park on the street can be accommodated on nearby side-streets. With respect to vehicles briefly blocking bike lanes for activities such as delivering parcels, they are legally not permitted to do so as they would be obstructing a bike lane. However, we understand that such situations may occur, and an attending bylaw officer may exercise discretion when applying the appropriate level of enforcement, depending on the individual circumstance.

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Appendix B



Westbound: Carlton Rd at Lorraine Cres E

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Westbound: Carlton Rd at Lorraine Cres E

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Westbound: Carlton Rd at Lorraine Cres E

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Westbound: Carlton Rd at Lorraine Cres E

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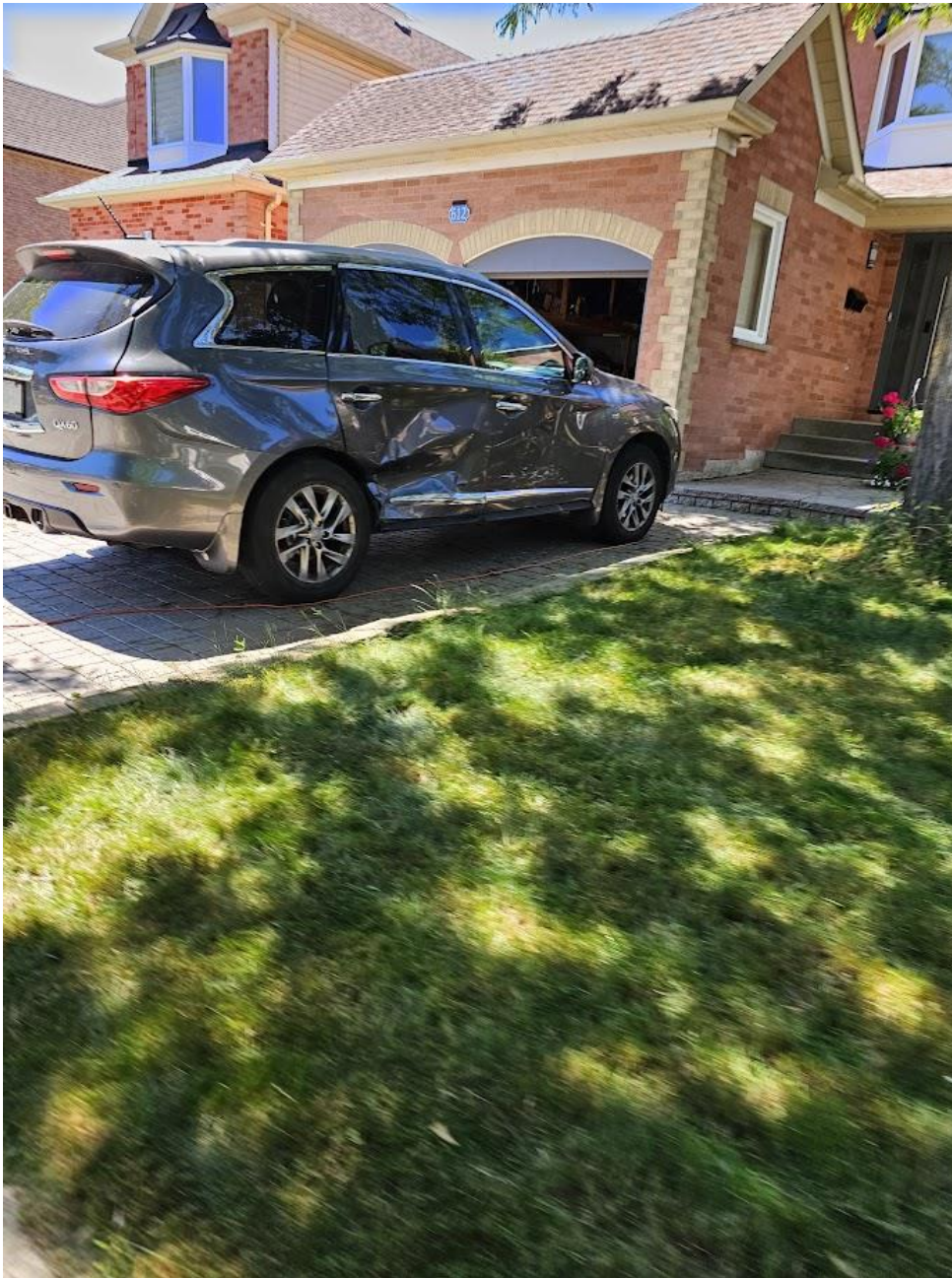
Appendix C

Excessive Speeds



June 15: Carlton near Quantztown Park Speeding Vehicle hops curb and takes down street light

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June 15: Carlton near Quantztown Park Speeding Vehicle hops curb and takes down street light crashes into parked vehicle

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Ineffective Vehicle Speed boards



June 15: Carlton at Fawnbrook Drive – Vehicle hitting 60 km/h.

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Examples of pedestrian / bicycle use in various seasons

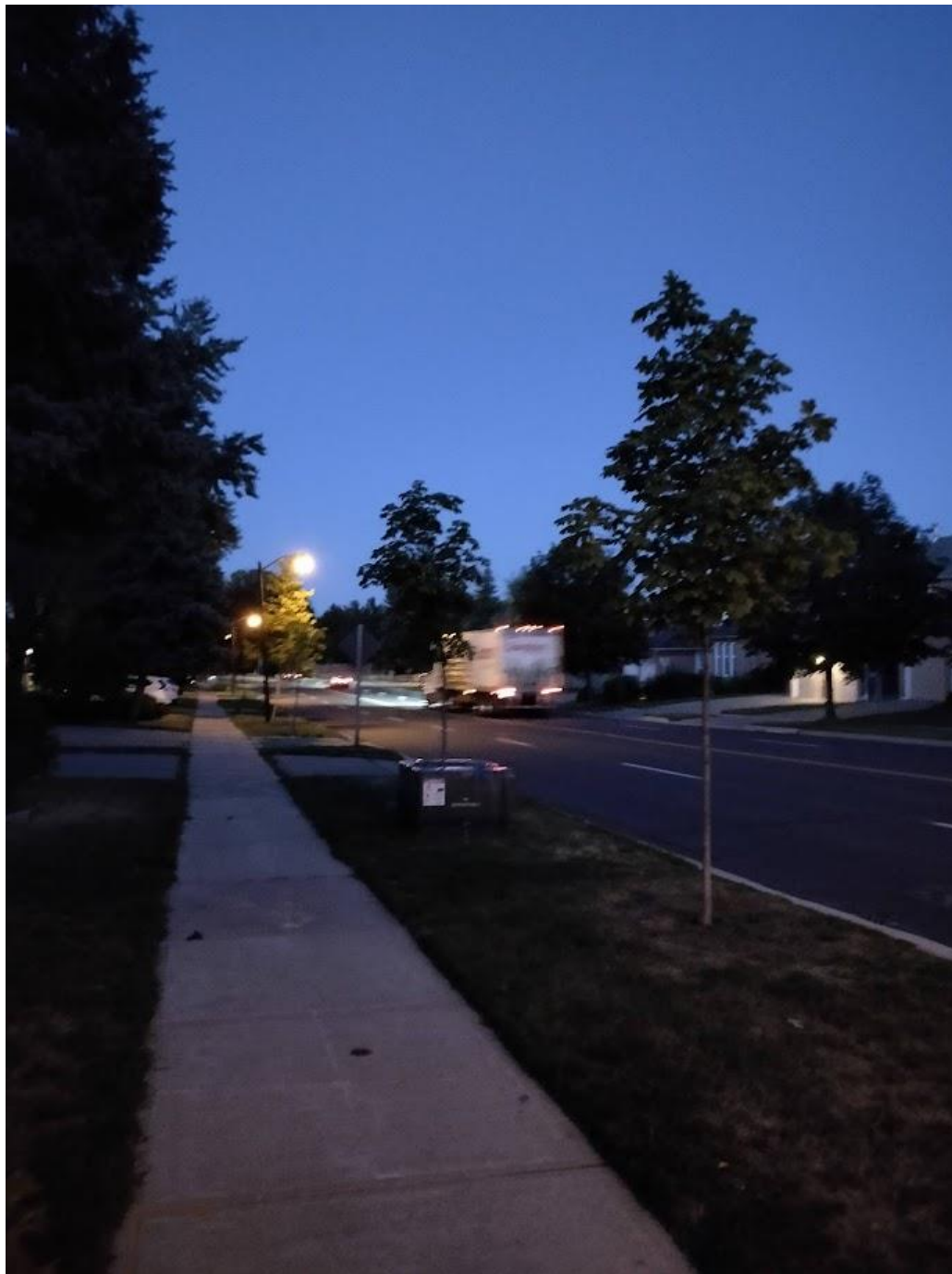


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Inappropriate Excessive Truck Use



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