

The Regional Municipality of York

Committee of the Whole
Transportation Services
May 4, 2023

Report of the Commissioner of Public Works

Update to Parking and Stopping on Regional Roads Bylaw

1. Recommendations

1. Bylaw 2017-37 to prohibit or regulate parking and stopping on Regional roads be amended to:
 - a) include new and revised provisions and definitions outlined in Appendix A.
 - b) remove, revise and add parking controls outlined in Attachment 1.
 - c) include updated fee schedules outlined in Attachment 2.
2. If any administrative penalty fee in respect of a parking and stopping infraction on local roads is introduced, amended or repealed by any local municipality, the Regional Solicitor and General Counsel be authorized to prepare corresponding amendments to Bylaw 2017-37 for consideration by Council.
3. The Regional Clerk circulate this report to Clerks of all local municipalities and Chief of York Regional Police.
4. The Regional Solicitor and General Counsel prepare the necessary bylaws.

2. Summary

This report proposes amendments to the Parking and Stopping on Regional Roads [Bylaw 2017-37](#) (Parking Bylaw). Regional roads play an important role in moving travellers safely through the transportation network. Amendments are necessary to allow for greater control of parking and stopping on the Regional road network and to simplify the rules for road users and enforcement efforts.

Key Points:

- York Regional Police, York Region Transit and local municipal staff have been consulted to identify revisions to the Region's Parking Bylaw
- Updating provisions of the Parking Bylaw will help create consistency with local municipal bylaws and simplify enforcement efforts

- Locations where parking controls are no longer required or should be revised to reflect changes in adjacent land uses were identified
- Stopping prohibitions are recommended on King-Vaughan Road and Major Mackenzie Drive West in Vaughan to address safety concerns
- Penalty fee schedules included in the Parking Bylaw need to be updated to include new provisions proposed in this report, and to be consistent with the local municipal penalty fees
- Council authorize the Regional Solicitor and General Counsel to prepare amendments to Bylaw 2017-37, as amended or replaced, from time to time to ensure timely response and consistency with local municipal penalty fees

3. Background

Regional and local parking bylaws regulate parking activity on the road network

Bylaw 2017-37 was enacted to prohibit or regulate parking and stopping on Regional roads. The Parking Bylaw identifies general regulations and provisions that apply to all Regional roads. In many cases, signs are not required for the regulations to be in effect, including in the following circumstances:

- No parking within three metres of a fire hydrant
- No parking in such a manner as to obstruct a sidewalk, crosswalk, or private entrance
- No parking for longer than three consecutive hours

The Parking Bylaw identifies specific locations and times where parking and stopping (parking controls) may be prohibited or restricted. In these instances, signage is required to be installed on-street for the regulation to be in effect and enforceable.

Local municipalities entered into agreements with the Region to provide parking enforcement on Regional roads

Local municipal bylaw staff enforce the Region's Parking Bylaw within their respective municipal boundaries. Local municipalities administer all aspects of parking enforcement on Regional roads, including prosecution of the Region's Parking Bylaw. The agreements confirm that the municipality may retain all fines collected for parking infractions on Regional roads within their boundary.

4. Analysis

Updating Parking Bylaw general provisions will help create consistency with local municipal bylaws and simplify enforcement efforts

All local municipal parking bylaws were reviewed to establish best practices and identify opportunities to harmonize regulations within the Region's Parking Bylaw. In consultation with local municipal staff and York Regional Police, updating and adding several general provisions to the Parking Bylaw (Appendix A) is recommended. Examples include:

- Reserved lanes - prohibiting stopping in reserved lanes such as bus rapidways, high occupancy vehicle and bicycle lanes
- Schools - prohibiting stopping adjacent to schools where necessary
- Transit stops - prohibiting parking or stopping near transit stops

These general provisions will simplify rules for road users and enforcement efforts across the Region. In addition, recommended amendments allow for greater control of parking and stopping on the Regional road network and provide greater flexibility for staff to promptly address public safety and resident concerns.

Locations where parking controls are no longer required or should be revised to reflect changes in adjacent land uses were identified

The Parking Bylaw as amended contains more than 200 parking and stopping prohibitions. Most are legacy locations implemented between 1996 and 2012.

All parking controls on Regional roads were reviewed. Parking controls shown in Attachment 1, Table 1, were determined to be no longer in effect or required. At many of the locations identified, parking control signs were no longer installed. No operational concerns were identified at these locations, confirming parking controls can be removed.

Other instances were identified where some parking controls overlap, creating contradiction or redundancy in regulations. These situations can cause confusion for motorists and challenges for enforcement staff. While some of these locations should be removed, others should be revised to better reflect adjacent land uses. Proposed revisions are outlined in Attachment 1, Table 2.

Traffic safety concerns raised by residents relating to vehicles stopping at various locations along Regional roads were received. Similar safety concerns at these locations were observed during staff review. Implementing permanent stopping prohibitions to address the traffic safety concerns are recommended. Details for each proposed location are summarized below and outlined in Attachment 1, Table 3.

Stopping prohibitions are recommended on King-Vaughan Road in Vaughan to address safety concerns

King-Vaughan Road from Pine Valley Drive to 400 metres east of Weston Road is a two-lane rural road with no shoulder space and accessed by multiple properties. Large commercial trucks from local industrial businesses have been stopping along the road occupying a significant portion of a traffic lane, causing through-traffic to pass on the opposite side of the road. This can pose a significant safety risk for passing vehicles or vehicles exiting private driveways. A permanent stopping prohibition for both sides of this section of King-Vaughan Road is recommended.

Stopping prohibitions are recommended on Major Mackenzie Drive West in Vaughan to address safety concerns

Major Mackenzie Drive West from Poetry Drive/Vellore Avenue to 150 metres east of Lawford Road/Fossill Hill Road is a six-lane arterial corridor. The curb lane in each direction is designated as a high occupancy vehicle lane Monday to Friday, 7 a.m. to 10 a.m. and 3 p.m. to 7 p.m. Tommy Douglas Secondary School is located on the north side of the road.

Safety concerns were identified through observations, where motorists routinely stop in the curb/high occupancy vehicle lane to drop off students attending the school. Vehicles stopping in a live lane of traffic create a risk of rear-end collisions as through traffic may not be expecting these vehicles to stop. Further, an increase in aggressive driving or erratic manoeuvres may result when passing traffic changes lanes to go around a stopped vehicle.

Through delegated authority a temporary stopping prohibition was implemented in March 2023 as an interim measure to address this safety concern. Given the continued presence of vulnerable road users, adding this as a permanent stopping prohibition in the Parking Bylaw is recommended.

Region's penalty fees need to be updated to include new provisions and to align with local municipalities

For the new provisions to be prosecuted, associated penalty fees need to be established. All penalty fees outlined in all local municipal parking bylaws were reviewed and revisions to the Region's penalty fees to include the new provisions and better align existing penalties with the local municipalities is recommended. Proposed amended fee schedules for all municipalities that prosecute under the administrative monetary penalty system, as well as the proposed Set Fine Order for Municipalities that prosecute bylaws under the *Provincial Offences Act* are included as Attachment 2.

Council authorize the Regional Solicitor and General Counsel to update the Region's penalty fee schedules

If an administrative penalty fee for a parking and stopping infraction on local roads is introduced, amended or repealed by any local municipality, it is recommended Council authorize the Regional Solicitor and General Counsel to prepare corresponding amendments to Bylaw 2017-37, as amended or replaced, for consideration by Council without the need of

a further report. This will allow for a timely response in keeping penalty fees consistent between the Region and local municipalities.

5. Financial

Costs to manufacture and install new parking control signs are about \$5,000 and are included in the approved 2023 Public Works - Transportation Operating Budget.

6. Local Impact

The proposed Parking Bylaw updates will create consistency with local municipal bylaws, simplify enforcement efforts and provide flexibility for staff to promptly address public safety and resident concerns. Local municipal staff have been consulted and support the proposed amendments to the Region's Parking Bylaw. Residents are informed through various communication channels including York.ca, media advisory and postcards to area residents and businesses.

7. Conclusion

York Regional Police and local municipal staff were consulted to identify best practices and opportunities to harmonize regulations with the Parking and Stopping on Regional Roads Bylaw.

Updating general provisions of the Parking and Stopping on Regional Roads Bylaw, updating penalty fees and removing, revising and adding parking controls is proposed. This will allow greater control of parking and stopping on the Regional road network and provide flexibility for staff to adapt to needs of road users and community members. Proposed amendments will minimize complexity for road users and simplify enforcement efforts across the Region.

It is recommended Council authorize the Regional Solicitor and General Counsel to further amend Bylaw 2017-37 with updated fee schedules as necessary to remain consistent with fees established by local municipalities and promote compliance with Bylaw 2017-37.

For more information on this report, please contact Joseph Petrunaro, Director, Roads and Traffic Operations at 1-877-464-9675 ext. 75220. Accessible formats or communication supports are available upon request.

Recommended by:



Erin Mahoney, M. Eng.
Commissioner of Public Works

Approved for Submission:



Bruce Macgregor
Chief Administrative Officer

April 14, 2023
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Appendix A – Proposed Provisions for Parking and Stopping on Regional Roads Bylaw
Attachment 1 – Provisions to be Removed, Revised and Added
Attachment 2 – Updated Administrative Penalties

Proposed Provisions for Parking and Stopping on Regional Roads Bylaw

Parking at Roundabouts (*new*)

- (a) No person shall park a motor vehicle on a highway within 30 metres of a roundabout or traffic circle
- (b) Where authorized signs to the effect are displayed, no person shall park a vehicle within 100 metres of a roundabout or traffic circle

Parking and Stopping in a Lane Designated for the exclusive use of certain classes of vehicles (*new*)

- (a) No person shall park or stop a motor vehicle on a highway in any lane on a Regional road designated for the exclusive use of certain classes of vehicles as identified in York Region Bylaw No. 2020-53, as amended or replaced
- (b) No person shall park or stop a motor vehicle on a highway in a Dedicated Cycling Facility

Parking and Stopping at Bus Stops (*new*)

- (a) No person shall park or stop a motor vehicle on a highway within 12 metres of a location designated as a bus stop
- (b) No person shall park or stop a vehicle within 25 metres of a location designated as a bus stop if an authorized sign to this effect is displayed

Parking and Stopping at Pedestrian Crossovers (*new*)

- (a) No person shall park or stop any vehicle on a highway within 15 metres of a pedestrian crossover
- (b) Where authorized signs are on display indicating that parking or stopping is prohibited, no person shall park or stop any vehicle within 30 metres of a pedestrian crossover

Parking and Stopping in School Zones (*new*)

Where authorized signs are on display indicating that parking or stopping is prohibited or restricted, no person shall park or stop any vehicle that is within 150 metres along the highway in either direction beyond the limits of the land used for the purposes of the school.

Parking on the Boulevard (*new*)

No person shall park a motor vehicle on any boulevard, except for a driveway including its apron, provided that no person shall park a motor vehicle on a sidewalk.

Parallel Parking (*revised*)

No person shall park or stop a vehicle on a highway unless he or she places the vehicle:

- (a) on the right side of the highway having reference to the direction in which the vehicle has been travelling
- (b) When parking or stopping on the roadway, such that the right side of the vehicle is parallel and not more than 30 centimetres out from the edge of the roadway
- (c) When parking or stopping off the roadway, such that the left side of the vehicle is parallel to the edge of the roadway
- (d) Provisions (a), (b) and (c) shall not apply to prevent the parking or stopping of a motor vehicle on the left side of a designated one-way highway.

Nothing in this section shall be deemed to permit parking at any location or in such a manner that is otherwise prohibited.

Parking and Stopping on a Median (*new*)

No person shall park or stop a vehicle on a median.

Parking Offset Distance for Private Driveways (*new*)

No person shall park a vehicle in front of, or within one metre of, or so as to obstruct vehicles in the use of a driveway, laneway or private roadway.

Winter Operations (*revised*)

No person shall park any vehicle on a highway so as to interfere with winter operations within the geographic boundaries of the following local municipalities during the dates and times set out below:

Municipality	Prohibited Time and Days
Town of East Gwillimbury	any time
Township of King	any time
City of Markham	any time
Town of Newmarket	any time
Town of Richmond Hill	any time
City of Vaughan	any time
Town of Aurora	From November 15th to April 15th in each year from 2 a.m. to 6 a.m.
Town of Georgina	From November 15th to April 15th in each year from 2 a.m. to 7 a.m.
Town of Whitchurch-Stouffville	From December 1st to March 31st in each year from 2 a.m. to 5 a.m.

Exceptions for Transit (*new*)

This bylaw shall not apply to public transit vehicles, where compliance therewith would be impractical due to the placement of the bus stop for public transit and school busses.

Exceptions for Canada Post (*new*)

This bylaw shall not apply to a vehicle used by a person in the lawful performance of his or her duty as a mail carrier on behalf of Canada Post.

Exceptions for Lay-by Parking (*new*)

Locations identified in Section 6 (PARKING PROHIBITED ON CERTAIN HIGHWAYS), Section 7 (PARKING RESTRICTED ON CERTAIN HIGHWAY) and Section 8 (STOPPING PROHIBITED ON CERTAIN HIGHWAYS) shall not apply to lay-by parking, unless specifically identified within the associated Schedule

Supporting Definitions:

“Boulevard” means that part of a highway that is not used, or intended to be used, for vehicular travel by the general public, and is situated between the travelled portion of the road and the adjoining property line, but does not include a gravel or paved shoulder

“Dedicated Cycling Facility” means any path intended exclusively for cycling traffic

“Lay-by parking” means the parking bays in a dedicated lane, off the roadway, directly adjacent to the through lanes, delineated by curbs or pavement markings

“Median” means the portion of a highway so constructed as to separate traffic travelling in one direction from traffic travelling in the opposite direction by a physical barrier, an unpaved strip of ground, or by pavement markings

“Pedestrian Crossover” means any part of a roadway, designated by by-law, and distinctly marked for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway

“Private Roadway” means any private road, private driveway, lane, ramp or other means of vehicular access to or egress from a property, building or structure, and it may include part of a parking lot

“School Zone” means the area on either side of the highway contiguous to 150 metres beyond the limit of the land used for school purposes

“Shoulder” means that part of highway immediate adjacent to the roadway and having a surface which has been improved with, asphalt, concrete, or gravel

“Stop or Stopping” means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or of a traffic control sign or signal

“Winter Operations” means the use of equipment and/or materials to ensure that roadways remain relatively clear of snow and ice, whether prior to or subsequent to any snowfall, including, but not limited to, the application of salt, sand, or like materials and the use of a plow for the removal of snow and ice