

The Regional Municipality of York

Committee of the Whole
Transportation Services
November 7, 2019

Report of the Commissioner of Transportation Services

Parking and Stopping Prohibitions

1. Recommendations

1. Parking and stopping prohibitions be implemented on Regional roads as outlined in Attachment 1, in the Cities of Markham and Richmond Hill and Towns of Georgina and Whitchurch-Stouffville.
2. The Regional Clerk circulate this report to Clerks of Cities of Markham and Richmond Hill, Towns of Georgina and Whitchurch-Stouffville and Chief of York Regional Police.
3. The Regional Solicitor prepare the necessary bylaws.

2. Summary

This report recommends implementing parking and stopping prohibitions to address traffic operation concerns and to move traffic efficiently on sections of Warden Avenue, Bayview Avenue, Metro Road and Ninth Line.

Key points:

- On-street parking is permitted on Regional roads for up to three consecutive hours
- Traffic operational concerns have been identified on Warden Avenue (Y.R. 65), Bayview Avenue (Y.R. 34) , Metro Road (Y.R. 78), and Ninth Line (Y.R. 69)
- Parking and stopping prohibitions are recommended to address traffic operation concerns

3. Background

On-street parking is currently permitted on all Regional roads for up to three consecutive hours, providing access to businesses, developments and parks

Parking Bylaw 2017-37 allows parking for up to three consecutive hours, anytime of day, on Regional roads outside of signed prohibited parking areas. This provides convenience for residents to quickly access curbside businesses such as shops, medical centres, restaurants

and parks. In addition, on-street parking is particularly beneficial in main street environments to reduce operating speeds and provides protection for pedestrians on sidewalks.

On-street parking can introduce traffic operation concerns

The presence of parked vehicles on busy thoroughfares reduces road capacity and introduces delays for motorists on the Regional road network especially during rush hours. Parked vehicles can also cause sightline issues, reducing visibility between motorists and pedestrians who are attempting to cross the street, as well as between motorists and those accessing the Regional road from driveways. Erratic driving behaviour can also increase as motorists switch lanes to go around parked vehicles.

Transit stops are usually located at or in close proximity to intersections and require a dedicated portion of curb space to safely pick up and drop off transit riders. Keeping curb space free of parked or stopped vehicles at transit stops enables buses to manoeuvre efficiently and safely in and out of traffic while providing transit riders with close access to destinations.

Parking and stopping prohibitions help to better manage curb lane activities

Parking prohibitions define a designated area of a roadway where vehicles are not permitted to park. A standard No Parking sign, in accordance with the Highway Traffic Act, is shown in Figure 1.

Stopping prohibitions refer to a driver stopping a vehicle in the curb lane for any reason, except when legally allowed to do so, such as performing a duty as a police officer. A standard No Stopping sign, in accordance with the Ontario Traffic Manual Book 5, is shown in Figure 1.

Figure 1
No Parking and No Stopping Signs



4. Analysis

Parking and stopping prohibitions can help address traffic operation concerns caused by on-street parking

Parking prohibitions are necessary in certain locations to allow for safe, unimpeded movement of traffic and transit while maximizing road capacity and to prevent conflict between motorists and pedestrians as well as those accessing the Regional road. Parking prohibitions by time of day can balance access to commercial establishments with efficient and safe movement of traffic.

Parking and stopping prohibitions are a cost-effective solution

Various curbside prohibition options have been considered by staff as options to prevent on-street parking. Implementing parking or stopping prohibitions in the locations referenced in this report is the most cost-effective solution. Attachment 2 shows the evaluation of the options considered.

Parking prohibitions on Warden Avenue in the City of Markham will improve traffic operations while maintaining ample parking opportunities

People visiting a place of worship located at 11323 Warden Avenue, south of 19th Avenue, are parking on the road shoulder for convenience. Nearby area residents have expressed concern with parked vehicles blocking driveways and sightlines for travellers.

Staff has confirmed the sightline concerns through site observation. This occurs during weekly congregation and annual special events that take place during different days of the week and times of day. Staff has also identified a risk of collisions from people parking on the west side of Warden Avenue and crossing a rural, high speed road with no presence of street lighting. These concerns are present anytime anyone parks on-street.

Staff recommends implementing a 24 hours, 7 days a week parking prohibition on both sides of Warden Avenue in proximity to the place of worship, as shown in Attachment 3. Parking will continue to be permitted on a section of road adjoining the place of worship where on-street parking will not interfere with driveways, traffic operations and the need for pedestrians to cross the street. Staff consulted with representatives of the place of worship, who have confirmed there is ample parking on-site to accommodate regular service and special events.

Parking prohibitions on Bayview Avenue in the City of Richmond Hill during evening rush hours will improve traffic operations

Patrons are parking in the northbound curb lane to access commercial store fronts on the east side of Bayview Avenue at High Tech Road. Motorists have raised concerns regarding erratic driving behaviour and travel delays as a result of these parked vehicles.

Through site observations, staff has confirmed excessive queueing behind parked vehicles and an increased risk of collisions due to queued motorists switching lanes to move around vehicles. Travel time studies have determined commuters are experiencing up to five minutes of delay. These issues occur primarily during the weekday evening rush hours (3 p.m. to 8 p.m.) when volumes are significantly higher than other times of the day and week. In addition, parked vehicles are interfering with transit loading and unloading of passengers at High Tech Road.

Staff recommends implementing a parking prohibition on the east side of Bayview Avenue, during weekday evening rush hours (3 p.m. to 8 p.m.). In addition, a 24 hours, 7 days a week stopping prohibition is required directly north and south of High Tech Road for transit operations. Attachment 4 illustrates the parking and stopping prohibitions. Parking will be permitted outside the restricted hours to allow customers convenience of access when traffic volumes are lower. Additional on-site parking is available for businesses at the recently relocated York Region Seniors' Centre at 8763 Bayview Avenue. This may reduce the need for on-street parking during all hours of the day.

Parking prohibitions on Metro Road at Shorecrest Road in the Town of Georgina will improve safety at the school crosswalk

Vehicles are parking along the partially-paved shoulder on the west side of Metro Road at Shorecrest Road in proximity to a school crosswalk. Residents have raised sightline concerns between pedestrians crossing the crosswalk and vehicles travelling southbound on Metro Road.

Staff has confirmed the sightline concerns through site observations, which occurs on the west side of the road. The Ontario Traffic Manual and the Ontario Traffic Council School Crossing Guard Guidelines suggests 30 metres of parking clearance from a school crossing to provide adequate sightlines.

Staff recommends implementing a 24 hours, 7 days a week parking prohibition on the west side of Metro Road at Shorecrest Road, as shown in Attachment 5. On-street parking will continue to be permitted north and south of the proposed prohibition.

Parking prohibitions on Ninth Line in the Town of Whitchurch-Stouffville will improve traffic operations

People visiting Bloomington Cove Care Community senior's residence (Bloomington Cove) are parking on the road shoulder on the west side of Ninth Line causing sightline issues for motorists exiting the driveways of neighbouring properties. Regional Council received a Council resolution from Town of Whitchurch-Stouffville requesting parking prohibitions on the west side of Ninth Line in the vicinity of Bloomington Cove.

Staff has confirmed through site observations the sightline concern impacts both sides of Ninth Line. Through consultation with Bloomington Cove, concerns have been raised regarding conflicts between parked vehicles and access to mailboxes on the east side of Ninth Line.

Staff recommends implementing a 24 hours, 7 days a week parking prohibition on both sides of Ninth Line south of Bloomington Road, as shown in Attachment 6. Overflow parking for Bloomington Cove is available 75 metres north at the Bloomington Gospel Church through an agreement between the two parties.

5. Financial

Costs associated with installation of parking and stopping prohibition signs are included in the approved 2019 Transportation Services Operating Budget.

6. Local Impact

Local municipal staff, residents and businesses have been advised of the proposed parking and stopping prohibitions and any concerns raised have been addressed.

Local municipal bylaw staff has confirmed that they are able to enforce parking and stopping prohibitions with current resources. Revenues from local fines collected would remain with the local municipalities.

7. Conclusion

It is recommended the parking and stopping prohibitions as outlined in Attachment 1, be implemented to address traffic operations and safety concerns and to move traffic more efficiently on sections of Warden Avenue, Bayview Avenue, Metro Road and Ninth Line.

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

Recommended by: **Paul Jankowski**
Commissioner of Transportation Services

Approved for Submission: **Bruce Macgregor**
Chief Administrative Officer

October 30, 2019
Attachments (6)
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