



DEVELOPMENT & INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
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March 19, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT
ENGINEERING SERVICES 2015-23**

TO: Committee of the Whole
SUBJECT: Parking By-law Update – Construction Activity
File No.: C01
ORIGIN: Director, Engineering Services

RECOMMENDATIONS

THAT Development and Infrastructure Services Report – ES2015-23 dated March 19, 2015 regarding Parking By-law Update – Construction Activity, be received and the following recommendations be adopted:

1. THAT the Parking By-law 1993-62, as amended, be further amended by adding the following:

20.3 During road construction, residents are exempt from the following sections relating to the road under construction: Sections 8.2 a), 8.6 a), 10 c), 10 e), 10 f), 12 a), 12 f), 12 h), 16, and 17.

20.3.1 The commencement of a Road Construction project is defined as a) the date that the Notification to Commence Work has been issued AND b) the Road Construction Signs (OTM Book 7 Temporary Signs) have been erected. The project is defined as completed when a Certificate of Substantial Completion has been issued AND the Road Construction Signage has been removed.

2. AND THAT the necessary By-laws be prepared and submitted to Council for their approval.

COMMENTS

To better provide customer service during road construction, Engineering Services has been reviewing different methods of dealing with parking by the residents when their road is being reconstructed. Over the past two years, Engineering Services has used mirror hangers to identify vehicles parked on a street that was under construction. Residents had two main concerns when reconstruction was being done on their street, 'where can I park', and 'when can I park'. The mirror hangers seemed to give residents a sense of certainty that they were not going to be ticketed when parking on the street in contravention to the Parking By-law. Unfortunately, the mirror hangers became an administrative problem for staff, and there were misunderstandings and non-compliant use of the mirror hangers by many residents.

Therefore, it is recommended that the Parking By-law be amended with specific parking exemptions during construction. The first part of Recommendation #1, as noted above, deals with the specific exemptions which are:

- a) Section 8.2 (a) – (parking within 12 inches of curb)
- b) Section 8.6 (a) – (parking within 12 inches of curb on left side for one-way)
- c) Section 10 (c) – (parking within 30 feet of intersection)
- d) Section 10 (e)- (parking on a road less than 20 feet wide)
- e) Section 10 (f) – (3-hour exemption)
- f) Section 12 (a) – (within 50 feet of intersection)
- g) Section 12 (f) – (within a turning basin)
- h) Section 12 (h) – (within 50 feet of a dead-end street)
- i) Section 16 – (No parking Schedule X)
- j) Section 17- (No Stopping Schedule XI)

The second part of Recommendation #1 deals with start and end times. This is an important section as it provides a specific start date and specific end date. Furthermore, the construction signs provide a visual cue to the residents and staff that the construction parking exemptions are in place.

Prior to the use of the mirror hangers, Engineering Staff, the consultants and contractors would be in contact with the residents informing them of the parking exemptions, working with them to ensure that the parking operations and construction would be undertaken in a safe and efficient manner.

PUBLIC CONSULTATION

No direct public consultation was undertaken in the preparation of this report. However, this report and the direction being recommended were created through the feedback of residents and staff over the last two construction seasons.

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.

HUMAN RESOURCE CONSIDERATIONS

There would be a small reduction in staff time since there would be no longer the need to administer the mirror hangers.

IMPACT ON BUDGET

Operating Budget (Current and Future)

No impact to the Operating Budget.

Capital Budget

There would be a reduction of approximately \$500.00 per year since the mirror hangers would not need to be produced.


CONTACT


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