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November 30, 2015

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT
ENGINEERING SERVICES 2015-63**

TO: Committee of the Whole

SUBJECT: Woodspring Avenue – Bonshaw Avenue to Town Limit
Bicycle Lanes and On-street Parking
File No.: T.08 T.30 Woodspring

ORIGIN: Director, Engineering Services

RECOMMENDATION

THAT Development and Infrastructure Services Report – ES 2015-63 dated November 30, 2015 regarding “Woodspring Avenue – Bonshaw Avenue to Town Limit – Bicycle Lanes and On-street Parking” be received and the following recommendation be adopted:

THAT the existing parking restrictions and lane configurations on Woodspring Avenue from Bonshaw Avenue to the Town Limit remain as they are.

BACKGROUND

At its regular meeting of October 5, 2015, Town Council adopted the following recommendation:

“THAT staff be directed to report back within 60 days on options to reinstate on-street parking on Woodspring Avenue that is complimentary to the existing bicycle lanes”.

Town staff was approached by East Gwillimbury in early 2014 to consider continuing the bicycle lanes on Woodspring Avenue from Bonshaw Avenue (where they then ended), northward to Green Lane. This would also provide connectivity to a future multi-use path being constructed by York Region.

That same year, Town staff explored this proposal according to the Town’s policy, which included public consultation for the proposed bicycle lanes and for the parking bylaw changes that would be needed to implement the bike lanes. The work had to be done in tandem with the Town of East Gwillimbury to avoid having bike lanes that ended at the Town of Newmarket limits without any connectivity to Green Lane.

Unfortunately, due to delays at the Town of East Gwillimbury, the work to create the bike lanes had to be postponed until the late summer of 2015. In preparation for the work, the Town of Newmarket still proceeded with the amendments to the Town's Parking Bylaw (2014-31) that were required to implement the bike lanes. The amendments to the parking bylaw were enacted on May 26, 2014.

The Town's Corporate Parking Policy, as approved by Council, states that there is a 2-year moratorium on reviewing any parking changes that are made throughout the Town. This would mean that the parking amendments made on Woodspring Ave would not be subject to review until May 2016. However, as a result of a request from the Ward Councillor, Town staff is providing this report to clarify the reasons for the recent parking amendments, the rationale for maintaining them as they currently are and the options that are available to residents who need more parking.

COMMENTS

As a result of the parking bylaw amendment in 2014 that was described previously in this report, there is currently no parking allowed on either side of Woodspring Avenue. Prior to the parking restriction change, there was a "peak hour" parking restriction (from 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m.) on the east side of the road, in addition to the Town's standard 3-hour limit parking restriction.

From a technical and safety perspective, no changes to the current parking restrictions or lane configurations on Woodspring Avenue are being recommended at this time. There are many reasons for this. First, having both parking and bike lanes on the same side of the road often leads to harmful conflicts between cyclists and cars, especially with car doors as they are being opened. Secondly, if on-street parking is reinstated on Woodspring Avenue and the bicycle lanes remain, the centre-turn lane would have to be removed to accommodate the space requirements for both parking and cycling. Therefore, if parking were to be reinstated, it would be allowed only on one-side of the street. New left turn lanes and proper tapers would be required at all intersections to provide safe right-of-way control based on the road volumes that exist on this road. And finally, leaving the bicycle lanes as they are now provides a road pattern and design that are consistent and predictable for drivers throughout the length of Woodspring Avenue. This consistency and predictability enhances safety and is of benefit to the public, whether driving or cycling.

It is of importance to realize that, out of the 48 households that front onto Woodspring Avenue between Bonshaw Avenue and the Town limit, 42 of those households have double width driveways and double car garages. These residents have the ability to park 4 to 6 vehicles on their property without needing to use the road for parking. The remaining 6 households, which consist of the semi-detached homes at the northeast corner of the Woodspring/Bonshaw intersection, have single car width driveways and single car garages. These households can accommodate 3 cars that can be parked on each individual private property.



During the project research, the aerial photo to the left is a snapshot taken from the Town's SOGIS system. The aerial photograph was taken in the spring of 2014 prior to the implementation of the bicycle lanes. What is interesting in this snapshot of Woodspring Avenue is that there are 5 vehicles parked on the road, but most driveways are empty of cars.

There are two situations where parking may be insufficient, as shown below, but there are also options available to these residents for unusual circumstances. The cases to consider are:

1. The need to have an empty driveway for re-surfacing, snow clearing or other specific driveway activities; and
2. The need for additional temporary parking for visitors when the driveway is full.

In either of the cases above, off-site temporary parking is needed. But, according to the previous work done by the Parking Advisory Committee, there are four main solutions available to address such circumstances:

1. Asking a neighbour: This is a simple solution because many neighbours have extra parking available in their driveway and would not mind lending some space temporarily to help a resident in need of additional parking.
2. Clearing out the garage. This is a simple solution to increase on-site parking supply. Unfortunately, many people tend to use their garage as storage space rather than for parking.
3. Parking a block away. This option would require a short walk, but some of the side streets allow parking on at least one side of the road for a maximum of 3 hours. If parking is required for more than 3 hours (such as when re-paving a driveway), a parking exemption can be provided by the Town.
4. Parking at a Park. This option is not always possible in all locations of the Town but, in this case, Bonshaw Park has a small parking lot available. Parking at a park is also useful for those who have a large number of visitors that could park in this location and be shuttled to the house by the homeowner, if required.

PUBLIC CONSULTATION

There was no public consultation in the preparation of this report. The public consultation was conducted in 2014 when the parking bylaw was amended to prohibit parking where there are now bike lanes on Woodspring Avenue. The process followed for public consultation was that outlined in the Town's Corporate Parking Policy.

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

No impact on current staffing levels.

IMPACT ON BUDGET

Operating Budget (Current and Future)

No impact on the Operating Budget.

Capital Budget

No impact on the Capital Budget.

CONTACT

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Area of Study