

May 11, 2016

**DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT
ENGINEERING SERVICES 2016-26**

TO: Committee of the Whole

SUBJECT: Woodspring Avenue – Bonshaw Avenue to Town Limit
Bicycle Lanes and On-street Parking – Report #2
File No.: T.08 T.30 Woodspring

ORIGIN: Director, Engineering Services

RECOMMENDATION

THAT Development and Infrastructure Services Report – ES 2016-26 dated May 11, 2016 regarding “Woodspring Avenue – Bonshaw Avenue to Town Limit – Bicycle Lanes and On-street Parking – Report #2” be received and the following recommendation be adopted:

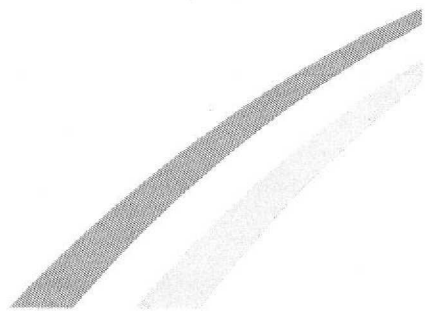
- 1. THAT the existing parking restrictions and lane configurations on Woodspring Avenue from Bonshaw Avenue to the Town Limit remain as they are.**
- 2. AND THAT additional consideration in the future be given to community consultation for traffic, parking and bicycle lane issues.**

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”.

Staff reported back with 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”. Staff’s report recommended that that no change be made to the current lane configurations on Woodspring Avenue. However, it did offer the following solutions to address additional parking:



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.

At its regular meeting of December 14, 2015, Council amended the staff recommendations contained in report 2015-63, and replaced them with:

“THAT Development and Infrastructure Services Report – Engineering Services 2015-63 dated November 30, 2015 regarding Woodspring Avenue – Bonshaw Avenue to Town Limit – Bicycle Lanes and On-Street Parking be referred to staff for additional information, including costs.”

Sometime after the December 14th meeting, the Town received a petition from residents who lived within and outside of the study area. The petition called for parking to be allowed along Woodspring Avenue in addition to the bicycle lanes, and that speed humps be added to the road to mitigate speeding.

COMMENTS

Because the petition included names of persons who did not reside within the affected area, it was necessary for Engineering Services to go back to the community and re-poll the residents who would be directly affected by the decision. The new survey offered residents who lived within the affected area a choice of two options: 1) to allow the existing pavement markings that had been in effect since September 2015 to remain “as is”, or 2) to remove the centre turn lane and the current markings and re-mark the road to allow parking on the east side - see Appendix A. Explanations were given to clarify the options and the community was also given instructions on how to provide additional comments.

The Town prepared an alternative layout that provided some on-street parking on the east side of the road, showing that the centre turn lane would be removed – see Appendix A. The Town does not install speed humps on roads that have bicycle lanes or designated parking. This is to avoid dangerous situations where vehicles travelling at full speed could swerve into the bicycle lane to

avoid the speed humps, thereby creating a dangerous situation for cyclists. Therefore, no speed humps were designed in the alternative layouts.

One survey was mailed out directly to each of the fifty-five (55) households in the study area. As customary in all of our surveys, a return envelope was provided in the mail-out. Instructions were given on how to send in, e-mail, or hand-deliver a response. Each survey indicated the specific house number on it to ensure that each household would get one vote.

Even though all of the above precautions were taken, unfortunately, the survey was compromised. The Town received 27 responses directly from the community in the proper, prescribed fashion. However, one bulk e-mail was sent (see that particular e-mail in Appendix B, item B-3) containing 24 of survey responses from other residents as attachments. Of the ones that were attached to that bulk e-mail, some had already been received by the Town and therefore were duplicates, some were not previously received, and one that had been received previously was changed and now contained a different response. As a result, staff could not verify the integrity of the responses received to the survey, nor could they clearly determine what the majority truly wanted. The survey was therefore declared compromised and rendered void.

The Town did receive two (2) other direct submissions by e-mail from residents wishing to comment further on the options being presented. Those responses are contained in Appendix B, under items B-1 and B-2. Both were vehemently opposed to having parking and bike lanes on the same section of the road due to safety concerns and for the reasons given in their e-mails.

Since a clear majority could not be ascertained from the survey, and because it would be onerous to send out a third survey to the same group of individuals, it is recommended that the pavement markings remain "as is". Although the proposed east side parking option that was offered in the survey (in Appendix A) is physically possible to implement, it does cause safety concerns for pedestrians and motorists alike.

As a result of this survey experience, staff noted that the methods used for public consultation on traffic matters could be improved. In the absence of an updated survey / public consultation methodology, which will be developed by the new Transportation Services business unit later this year, the Town's method of survey, as always, is based on the Corporate Parking Policy. That policy was developed to ensure that all households that are impacted by parking matters are notified. However, the current parking policy was not developed to engage the feedback of the broader community that is a stakeholder in the decision, such as users of the bicycles lanes or cyclist groups/clubs in this instance.

Therefore, it is also recommended that additional consideration be given when dealing with local changes to parking and traffic elements, and specifically public consultation regarding bicycle lanes.

PUBLIC CONSULTATION

As noted above, the community was polled using a survey, and the results were deemed to be void due to the compromised nature of many of the responses.

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


Based on staff's recommendation, there will be no impact on the Capital Budget. However, had the survey results clearly shown that parking was wanted by the majority of respondents, the cost would have been approximately \$15,000.00 to \$20,000.00 to remove and re-paint the pavement markings. As a reminder, the Town received the current pavement markings at no cost as they were paid by developers as part of the subdivision assumption agreements.

CONTACT

For more information on this report, please contact Mark Kryzanowski at 905-895-5193 extension 2508; mkryzanowski@newmarket.ca.

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Appendix A



April 17th, 2016

Appendix B - 1

Mr. Mark Kyzanowski
Manager- Transportation Services
Town of Newmarket
Engineering Services
395 Mulock Drive
PO Box 328
Newmarket, ON
L3Y4X7

Re: Woodspring Avenue – Bicycle Lanes and Street Parking

Dear Mark,

We have read the proposed changed of bicycle lanes and street parking on the east side of Woodspring. We are opposed to the proposed change for many safety reasons.

1. Cyclists will be forced further into the street which is unsafe.
2. Dooring – There are many incidences of bicyclist colliding with the door of an opened vehicle. We do not want to see this potential safety issue occur on Woodspring. There are countless incidences on-line regarding fatalities due to dooring.
3. Parked cars on the road obstruct the view of drivers coming in and out of their driveways. It was a BIG problem before the bike lanes were implemented in the first place.
4. Parked cars on the road block the view of kids playing on the sidewalk. It is extremely dangerous to block the view of drivers getting in and out of their driveways.
5. If cars are parked in the lanes when garbage and recycle pick up happens, there will be an even greater risk of sight line danger, and the more-than-likely possibility of cars using the oncoming lane for passing. Bicyclist, kids playing, people coming in and out of the driveway etc. will not be seen by other vehicles.

The majority of homes; if not all, have two garage spaces and can accommodate 4 cars in the driveway and two in the garage. On the occasions where more guests arrive, the side streets are available within a very short walking distance. Many neighbors work together and use each other's driveways when a party or get together occurs. It is not a problem.

One resident said her kid's friends cannot park and play basketball in the driveway. Simple solution: there are 2 parks with basketball areas available for use and side streets to park in, as well as a

community center with basketball courts. Rather than compromise safety, these two options could be instructed.

Currently, some home owners on the east side do not even abide by the rules of NO PARKING in the bike lanes even with the NO PARKING signs. Giving the few what they want does not suit the safety needs of everyone. Ultimately everyone should feel safe on this stretch of road. Safety first.

There are certain residents on the east side that have had more than 8 cars worth of guests over regularly when parking was allowed. In the past, one household would have as many as 10-12 cars parked on the road for the majority of the weekends. An additional 14 spaces will not fix any parking issues if the spaces will just serve one household.

Having the middle turning lane was a great safety implementation. It allows residents to come in and out of their driveways safely. Removing the lane may cause traffic back-up when motorists have to wait for others to turn into their driveways. The road is too busy not to have a turning lane.

If the proposed goes through at a cost of \$15-20,000. We hope the petitioners bare the cost. We do not want our tax dollars going towards the proposed change. Please put that money towards speedbumps that will detour the many many many motorists who speed on this road, who are already endangering our lives, to slow down instead.

The road is used by everyone on this street and everyone should feel 100% safe on the road they live on. The proposal does not make us and our children feel safe.

Speeding motorists is the real issue that should be addressed not parking.

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Mr. Mark Kyzanowski
Manager – Transportation Services
Town of Newmarket
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395 Mulock Drive,
PO Box 328
Newmarket, ON
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Appendix B - 2

Re: Woodspring Avenue – Bicycle Lanes and Street Parking

Dear Sir,

My wife and I have read the proposal to change bicycle lanes and street parking on the east side of Woodspring Avenue. As a resident living in the proposed area, we are totally opposed to the proposed changes for many reasons of safety as listed below.

1. The area proposed from 420 Woodspring Avenue to 456 Woodspring Avenue is currently marked as a "Community Safety Zone". Forcing children and any others cycling northbound further out in the street will impact on their safety profoundly. Why negate the purpose of the safety zone? It may, in fact, not be allowed by law.
2. If no vehicles are parked with this proposal, cyclists will have their lane almost in the middle of the northbound lane. Northbound drivers may not notice how far out the bicycle lane is from the curb endangering cyclists.



3. If vehicles are parked, a very common problem can now happen when a driver or passenger on the driver's side of the vehicle opens their door and a cyclist collides with the door. There are countless occurrences of this in other communities, and well documented in Toronto. It is commonly called "Dooring". Just Google "dooring of cyclists and vehicles", and you will find hundreds of incidents reported with some VERY nasty images. THIS is what is being proposed for Woodspring Avenue!

4. If cyclists are forced out of their bicycle lane into the northbound driving lane by parked car drivers or passengers opening their doors, they are again further endangered by the northbound vehicle traffic trying to pass them.
5. When vehicles are parked in the proposed area of the road, they will obstruct the view of drivers exiting from their driveways of cyclists in the bicycle lane. This is NOT a problem NOW!
6. Since the rest of Woodspring Avenue does not allow parking with consistent bicycle lanes, it will only make driving on our street inconsistent, decreasing safety.
7. The City of Toronto has just announced they are proposing bicycle lanes on Bloor Street. Their plan would eliminate all existing parking for the bicycle lanes.
8. If ourselves, or our immediate neighbours require more parking for guests, we simply arrange with each other to put the surplus in each other's driveways for the period required. This has always worked extremely well.
9. The bottom line: Don't fix something that isn't broken!

We suspect the petition is being proposed by people who have a surplus of vehicles in their driveways. At our address, as with many others in the proposed area, we can park two cars in our garage and park four cars in the driveway as well, for a total of six. Many of these people have so much junk in their garages, they can't park any vehicles in their garages; and some have rented basement apartments, and their renters are parking in the driveway as well. There is probably a combination of both problems as well. They have created their own parking problems. Let them solve their own problems. This proposal will further endanger our community on what is already a very busy street!

If the proposal goes through, there is a proposed cost of \$15000 to \$20000. We hope the petitioners are prepared to bare this added cost on their tax bills. We don't want to see one cent added to ours for something that is going to endanger our community.

Hello everyone,

Appendix B - 3

I hope you all enjoyed your weekend.

As a result of another exhaustive effort on my part to ensure all Owners / Occupants / Residents within the Polling Area were aware of having received the Notice dated April 6th, I have attached 24 confirmations of those who have agreed to have East Side Parking on Woodspring Avenue. These Owners / Occupants / Residents had not been aware of this Notice & therefore have initialed &/or checked off their approval.

I was also made aware during my efforts that your Department should have also received a minimum of 10 additional Notices that were sent in by Owners / Occupants / Residents who opened, read & understood the contents of the Notice.

Given the outcome of this entire process, it would appear that the majority of the responses are in favour & therefore we should anticipate changes to the existing pavement markings.

I will however ask that your Department, at the same time, consider installing SPEED BUMPS along Woodspring Avenue to decrease the speed in which the majority of drivers that take this road use. If you take an opportunity to survey this street, you will notice that the majority of vehicles will drive more than 40 kms an hour. As you know, there are 3

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schools & 3 major parks that run along Woodspring, not to mention the bicycle lanes throughout & therefore children, young people & adults of all ages are constantly using this road.

Unfortunately, police presence only solves the challenge of increased speed at that time in which they are visible & does not act to deter drivers from decreasing their speed when police are not present.

Again, my intention is not at all to be difficult but I do believe that instituting PROACTIVE & PREVENTION STRATEGIES would definitely reiterate & augment the Town of Newmarket's goal of ensuring Safety on our streets. I do not think we should wait until there is a fatal, serious &/or any accident for that matter, for anything Speed Bumps to be added. There are many roads all over York Region who have done this, particularly when they are considered a through street that comments 2 major streets.

Now if door knocking will expedite this additional request, I will do so yet again however I do believe (& I'm certain you will believe as

well) that the Owners / Occupants / Residents of this same Polling Area & other areas of Woodspring would also agree to having Speed Bumps put in place would enhance the overall SAFETY & EFFICIENCY of the street. Doing this before re-painting the lines will definitely save in costs.

I look forward to hearing from any of you regarding the Speed Bumps consideration.



Area of Study