



Town of Newmarket  
395 Mulock Drive P.O. Box 328,  
Newmarket, Ontario, L3Y 4X7

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## **Journey's End Circle Parking Review Staff Report to Council**

Report Number: 2025-10

Department(s): Public Works Services

Author(s): Paul Choi, Transportation Specialist

Meeting Date: March 17, 2025

### **Recommendations**

1. That the report entitled Journey's End Circle Parking Review dated March 17, 2025 be received; and,
2. That the Parking Amendments proposed in Appendix 1 be adopted; and,
3. That Staff be authorized and directed to do all things necessary to give effect to this resolution.

### **Purpose**

This report outlines the results of a community survey and staff assessment regarding the parking situation on Journey's End Circle and provides recommendations to address safety concerns raised by Council at its October 21, 2024 meeting.

### **Background**

Journey's End Circle is a 270-metre long two-lane roadway with an average daily traffic volume of 780 vehicles. Parking is currently permitted on both sides of the street, including along a 90-degree curve at the midpoint. Concerns have been raised regarding large trucks and buses parking on the curve, creating sightline issues and potential safety hazards.

At its regular meeting on October 21, 2024, Town Council requested that staff examine the possibility of implementing No-Parking restrictions on Journey's End Circle. The following recommendation was adopted:

**That Staff be directed to assess the parking situation on Journey's End Circle and recommend a parking restriction strategy to ensure that the roadway is safely passable and not blocked by large trucks and busses.**

## Discussion

This review focuses on addressing the sightline challenges at the curve and the impact of large vehicles parking along the roadway. Staff conducted both office and field reviews to evaluate the conditions and explore potential solutions. A community survey was also conducted to gather input from businesses in the area. The survey presented two options:

- Option 1 – Prohibit parking within 50 metres of the inner curve.
- Option 2 – Prohibit parking entirely on the north side of the street.

Staff recommends Option 1 (No Parking on the inner curve) as the preferred solution. This option effectively addresses sightline issues while preserving parking along the remainder of the street, which serves as an informal traffic-calming measure given the road's width of 12 metres.

A community survey was distributed to 38 addresses, with 4 responses received to date. Three responses supported Option 1, while one supported Option 2. As outlined in the survey instructions, in the absence of a response, businesses were informed that Option 1 would be assumed as their choice. Although the submission deadline was November 22, 2024, staff has accounted for potential delays caused by the recent Canada Post strike and has been accepting late responses. The results of the survey to date are summarized in the table below:

Description	Count	Percentage
<b>Option 1. No Parking Zone – Inner Curve Only</b>	3	<b>8%</b>
<b>Option 2. No Parking – Entire North Side</b>	1	3%
<b>No Response (Assumed Option 1 as their selected choice)</b>	34	<b>89%</b>

These results indicate strong support for Option 1.

In addition to implementing the new parking restrictions, a new sharp curve warning sign with an advisory speed limit of 20 km/h tab ahead of the curve has been installed to further encourage safe driving.

## Consultation

Consultation was conducted with thirty-eight businesses that could be affected by the proposed changes. On November 8, 2024, community survey letters were mailed individually to these businesses to solicit their input. Respondents were provided with four options to submit their feedback: mail, email, fax, or drop-off. Additionally, potential delays caused by the recent Canada Post strike were considered, and late responses have been accepted.

To further communicate the findings and invite additional feedback, all businesses within the study area will receive a copy of this report. A notice will follow, indicating the date and time of the Committee of the Whole meeting at which the matter will be heard.

Businesses that wish to address the Committee will have the opportunity to do so either in writing or by appearing at the Committee on that date to provide a deputation.

## **Conclusion**

Based on staff's review and the results of the community survey, implementing parking restrictions within 50 metres of the inner curve on Journey's End Circle is recommended to enhance roadway safety. This approach is expected to effectively address the identified sightline issues while maintaining functional on-street parking for the remainder of the street. In addition to the parking restrictions, a sharp curve warning sign with a 20 km/h advisory speed limit has been installed ahead of the curve to promote safe driving.

## **Council Priority Association**

This report aligns with the following Council Priority: Extraordinary places and spaces

## **Human Resource Considerations**

None.

## **Budget Impact**

Funds for the required signage would come from the Regulatory Signs – Public Works line from the Operating Budget. The cost would be approximately \$500.00 for the required signage. There are sufficient funds in this account to cover the cost.

## **Attachments**

**Attachment 1** – Proposed Parking Bylaw Amendments

## **Approval for Submission**

Mark Agnoletto, Director, Public Works Services

Peter Noehammer, P. Eng, Commissioner, Development & Infrastructure Services

## **Report Contact**

Paul Choi, BBA, CET, RSP1

Transportation Specialist, [pchoi@newmarket.ca](mailto:pchoi@newmarket.ca) (ext. 2517)