DEVELOPMENT & INFRASTRUCTURE SERVICES – ENGINEERING SERVICES
TOWN OF NEWMARKET
395 Mulock Drive
P.O. Box 328
Newmarket, ON L3Y 4X7
www.newmarket.ca
info@newmarket.ca
905.895.5193

March 13, 2014

DEVELOPMENT & INFRASTRUCTURE SERVICES REPORT ENGINEERING SERVICES 2014-23

TO: Committee of the Whole

SUBJECT: Millard Avenue - Parking Review – Forest Glen Road to Lorne Avenue - Update
File No.:T08 T.30 Millard Avenue

ORIGIN: Director, Engineering Services

RECOMMENDATIONS

THAT Development & Infrastructure Services Report – ES2014-23, dated March 13, 2014 regarding Millard Avenue – Parking Review – Forest Glen Road to Lorne Avenue Update, be received and the following recommendation(s) be adopted:

1. **THAT Schedule X (No Parking) of the Parking Bylaw 1993-62, as amended, be amended by deleting the following:**

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Millard Avenue	North	Church Street to Forest Glen Road	Anytime

2. **AND THAT Schedule X (No Parking) of the Parking Bylaw 1993-62, as amended, be amended by adding the following:**

ROAD	SIDE	BETWEEN	PROHIBITED TIMES
Millard Avenue	North	Church Street to Lorne Avenue	Anytime

3. **AND THAT the necessary Bylaws be prepared and submitted to Council for their approval.**

BACKGROUND

At its regular meeting of Monday June 17, 2013, Town Council adopted a recommendation that stated:

THAT staff review the parking restrictions currently in place on Millard Avenue between Lorne Avenue and Forest Glen with a view to implement a three hour limit and no overnight parking.

In 2013, a report entitled "Development & Infrastructure Services Report – Engineering Services 2013-48" recommended that the "No Parking" restriction be removed from the north side of Millard Avenue between Forest Glen Road and Lorne Avenue. At its regular meeting of November 12, 2013, Town Council considered the report but referred it back to staff for further work. The main purpose of the referral was to determine the merits of a proposed alternative "split option", whereby the parking restrictions would be lifted on approximately half of the north section of Millard Avenue between Forest Glen Road and Lorne Avenue.

COMMENTS

During its 2013 parking review, Engineering Services examined the traffic and parking operations along Millard Avenue. The purpose of that review was to ensure that the parking restriction changes being proposed would be safe and technically sound. The recommendations from last year's report were simply to amend incorrect signage that did not reflect the current by-law and that had been in place for several decades and to return the parking restrictions back to what they had been for years. However, recent concerns raised by a resident and by the Ward Councillor regarding safety resulted in staff taking another look at the situation.

Furthermore, at its regular meeting of November 5, 2012, Town Council received a report entitled "Development & Infrastructure Services - Engineering Services Report 2012-66", in which the traffic operations (volumes and speeds) on a number of streets in Ward 5, including Millard Avenue, were detailed. Some of the information that was contained in that November 2012 report needs to be reconsidered herein, as that information is relevant to today's study.

The 2012 report indicated that Millard Avenue, which is classified as a "Residential Minor Collector", had an average measured daily volume of 1,932 vehicles. This volume is below the capacity of a residential minor collector. The average daily volumes have fluctuated between a low of 1,635 vehicles per day in 2011, and a high of 2,185 vehicles per day in 2003. Police records indicated that, at the time of the 2012 report, there had been only one (1) recorded collision over a three (3) year period. This collision, which involved a parked vehicle, occurred on the section between Forest Glen Road and Lorne Avenue.

Evidence has shown that vehicle speeds on Millard Avenue have decreased slightly over time. However, speeds are still in excess of the policy threshold of 55 km/h. The geometrics of the roadway are good and visibility along Millard Avenue is unobstructed for some distance. This results in a condition that creates driver comfort along this section. In fact, conditions along this stretch are good enough for York Regional Police to have used it at one time as a testing and training site for their radar equipment.

Historical data shows very few incidents occurring over the many years that parking was allowed on the north side of Millard Avenue from Forest Glen Road to Lorne Avenue. Re-establishing the same parking conditions is not expected to create safety issues. In fact, re-establishing parking along this stretch of road may have the opposite effect by inciting drivers to slow down.

As per the Town's Parking Policy, Engineering Services used a majority vote system to allow the affected community to decide what parking conditions they would prefer. It was found that the majority of respondents wanted the parking restrictions removed on the north side of Millard Avenue.

Consistent with the will of the majority, it is therefore recommended that the "No Parking" zone on the north side of Millard Avenue between Forest Glen Road and Lorne Avenue be removed. The general prohibitions of the Parking Bylaw, such as no parking in front of a fire hydrant or in excess of three-hours, would still apply.

PUBLIC CONSULTATION

On February 4, 2014, the Engineering Services Department sent a letter to all of the directly impacted residents of the Millard Avenue community requesting their input. As directed by Council, the option that was presented in the letter was a "split option" as proposed by a resident deputation. In this option, one half of the street would keep the "No Parking" restriction, whereas the other half of the street would have the restriction lifted.

The Town received responses from five (5) of the fifteen (15) households that would be directly impacted by the parking restriction changes (frontage and major flankage properties).

Results indicated that:

- Only one (1) of the 5 households was in favour of the "split option";
- Four (4) of the 5 households were NOT in favour of the "split option", with:
    - Three (3) of the 4 households against the "split option" favouring an amendment to remove the restrictions on the north side (as per Engineering Services' original recommendation);
    - One (1) of the 4 households against the "split option" preferring that the parking restrictions remain as they currently are (full "No Parking" restriction).

These results will be shared with the community and a copy of this report will be forwarded to affected residents prior to the Committee of the Whole Meeting so that residents may attend the Committee of the Whole meeting or present a deputation if they so wish.

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

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

Prepared by:

M. Kryzanowski, M.C.I.P., R.P.P
Senior Transportation Coordinator

R. Bingham, C.E.T.,
Manager, Engineering & Technical Services

R. Prudhomme, M.Sc., P. Eng.
Director, Engineering Services

for R. Prentice. Commissioner,
Development & Infrastructure Services



Proposed No Parking Zone to be removed

Existing No Parking Zone to remain