

Subject: Parking on One Side on Town Streets

Department: Infrastructure Services

Division: Transportation and Development

Report #: INS-2021-010

Meeting Date: 2021-03-22

Recommendations

That report INS-2021-010, Parking on One Side on Town Streets be received;

And that Council direct Staff to implement the option of restricting parking on local streets to one side of the road only;

And that Staff be directed to transfer funds from the General Capital Reserve to cover the cost of purchasing and installing the required regulatory signs;

And that Staff be directed to update the Consolidated Traffic By-law to reflect the approved changes in street parking as set out in this report.

Background

At it's meeting of May 13, 2019 Council received correspondence from a resident of Burbank Crescent, expressing concerns with vehicles parking on both sides of the roadway. As a result, Council directed Staff to look at the Town as a whole where parking was permitted on both sides of the street and to report back to Council with alternative parking solutions. Council also directed Staff to investigate the app Rover.

As background, many streets currently permit parking on both sides. The restrictions associated with on-street parking are typically established at the time of subdivision review/design and construction. Until about 1997, parking was permitted on both sides of local roads in new subdivisions. Around 1997, the approach taken by the Town changed: for subdivisions constructed since 1997, parking has only been permitted on one side of local roads. The reasoning was that this would allow for two-way traffic at all times and provide improved access for larger vehicles, in particular emergency vehicles and winter maintenance equipment. Therefore, parking is already prohibited on one side

of local roads in newer subdivisions. This is not generally the case in older parts of Town where parking is permitted on both sides of the street.

Analysis

Attachment No. 1 to this report illustrates the current parking permissions throughout the Town. It should be noted that the approach described above applies only to local roads. Collector and arterial roads are reviewed on a case by case basis, based on the width of the travelled portion of the road, the anticipated volume of traffic and whether or not houses front onto the road.

For example, the westernmost sections of Alders Street and Spencer Avenue allow parking on both sides. Both of these roads were constructed with 9.0 m width of asphalt as both are classified as Minor Collector Roads. A typical local road is constructed with an 8.0 m width of asphalt. As this additional width of asphalt allows for parking on both sides of these roads without impeding two-way traffic, staff do not recommend changing the parking restrictions on collector roads with asphalt widths of at least 9.0 m.

There are other locations in Town that would be considered exceptions, such as Mill Street between Broadway and Little York Street, which is both narrow and permits parking on both sides of the road. The parking permissions on Mill Street have been looked at separately in the past and thus staff are not recommending any changes.

Restricting parking to one side of local roads would achieve the objective of facilitating two-way traffic at all times and providing improved access for larger vehicles, in particular emergency vehicles and winter maintenance equipment. However on-street parking controls should be tailored to local requirements. Balancing safety for all road users, convenience for residents and visitors and minimizing the impact on traffic flows, emergency response times and maintenance must be taken into account when considering new parking restrictions.

The recommendations of this report would restrict parking on local roads to only one side where the asphalt width is 8.0 metres or less. Typically, in these situations parking would be restricted to one side of the road, that being prohibition on the side of the road where fire hydrants are located. No changes will be made to those sections of roads where parking is currently prohibited on both sides. Implementing the recommendations of this report would introduce parking consistency throughout the entire Town and be in accordance with the practice that was established in 1997. Implementation would also require appropriate no parking signs to be erected.

For clarity the intent of this report is to address parking and provide recommendations for parking on local residential streets. Areas such as the Central Business District which are unique in nature and have specific parking requirements and policies would be considered separately and as required.

Currently there is approximately 48,000 metres of local residential roads that allow parking on both sides. To implement parking restrictions to one side only it is estimated

that approximately 480 signs would be necessary. The estimated cost to supply and install these signs is \$ 84,000.

Staff was also asked to include comments on the parking app, Rover. Rover is a software app developed to assist the public in identifying available private parking spots. It is described as the “AirBnB” of parking. Rover allows users to turn their parking spots into shared spaces that can be rented for a fee. Rover connects empty and unused parking spots for those looking for affordable and convenient parking. Staff see Rover as an app which allows property owners to list their unused parking spots and charge for their use. Accordingly, Staff do not see any need for implementation of this app at the Municipal level.

Public Consultation

At its meeting on November 23, 202, Council passed a resolution to adopt the International Association for Public Participation (IAP2) materials to guide direct municipal communication on matters of public interest. Attachment No. 2 to this report is the IAP2 Public Participation Spectrum that describes different levels of public involvement in the decision-making process. There are five different levels of public participation ranging from “Inform”, which involved no consultation but simply informs the public of a decision that has been made, to “Empower”, which places the ultimate decision making power in the hands of the public.

Staff suggest that the appropriate level of public participation on this issue is either Inform or Consult. If Council would like public involvement to assist in the decision making process, staff suggest that Council could defer consideration of the above recommendations and direct staff to solicit public input. A subsequent report would then come back to Council summarizing the input received to assist Council in reaching a final decision.

If, however, Council is satisfied that restricting parking to one side of local roads is an issue of safety and consistency that only requires the Inform level of public participation, the above recommendations could be approved now.

Strategic Alignment

Orangeville Forward – Strategic Plan

Priority Area: Sustainable Infrastructure

Objective: Provide systems that keep people moving

Sustainable Neighbourhood Action Plan

Theme: Transportation System

Strategy: Promote more sustainable and efficient transportation options

Financial Impact

To implement the recommendations of this report will necessitate the erection of no-parking signs. The approved 2021 Operating Budget does not have an allowance to cover the cost of erecting these signs in their entirety. Determining sign locations, ordering the signs etc. would most likely put implementation into late 2021. Therefore, the cost of the signage would need to be funded from the General Capital Reserve.

Respectfully submitted

Douglas G. Jones, M.E.Sc., P. Eng.
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Attachment(s): No. 1 – Current Street Parking Restrictions
No. 2 – IAP2 Public Participation Spectrum