

Meeting Date: April 20, 2021

Subject: Scenic Routes Parking Measures in the West of Caledon

Submitted By: Arash Olia, Manager, Transportation Engineering, Engineering Services

RECOMMENDATION

That a by-law be enacted to amend Traffic By-law 2015-058, as amended, to include “No Parking” for the following locations:

- a) Mississauga Road, from Forks of the Credit Road to a point 335 m north of Forks of the Credit Road on both sides;
- b) Dominion Street, from a point 700 m north of Forks of the Credit Road to the northerly end of the Road;
- c) Chisholm Street from Forks of the Credit Road to the southerly end of the Road;
- d) McLaren Road, from Charleston Side Road to a point 600 m north of Puckering Lane and from a point 900 m south of Puckering Lane to Forks of the Credit Road;
- e) Chinguacousy Road, from Olde Base Line Road to **Boston Mills Road** on the west side and from Olde Base Line Road to a point 25 m south of Olde Base Line Road and from a point 65 m south of Olde Base Line Road to **Boston Mills Road** on the east side;
- f) Chinguacousy Road, from Olde Base Line Road to a point 390 m north of Olde Base Line Road on both sides and from a point 390 m north of Olde Base Line Road to a point 525 m north of Olde Base Line Road on the east side;
- g) Creditview Road from Olde Base Line Road to **Boston Mills Road** on both sides; and from a point 120 m to a point 200 m north of the Grange Side Road on the east side.

That a by-law be enacted to amend Traffic By-law 2015-058, as amended, to include “No Stopping” for the following locations:

- h) Escarpment Side Road, from a point 200 m east to a point 50 m west of Horseshoe Hill Road;
- i) Horseshoe Hill Road, from a point 250 m north to a point 200 m south of Escarpment Side Road; and

That Staff continue monitoring the effectiveness of measures and report back to Council if additional adjustments are required.

REPORT HIGHLIGHTS

- It is recognized that Caledon’s natural features, distinct communities, and other offerings attract an increasing number of visitors to the Town annually;
- The increase in visitors has resulted in more traffic on the roads, causing congestion in small villages and put pressures on limited parking areas, especially at trail access point;

- Some motorists are parking in areas where it is either unsafe or impactful to the operation of the roadway or existing residents;
- In previous years, temporary stopping/parking prohibitions were established on segments of Town roads where vehicle parking was problematic or unsafe.
- This practice was reasonably effective but ad hoc. In addition, considerable Town resources were used to deploy, remove and maintain the temporary signage;
- Engineering Staff have undertaken a review of all scenic areas in the west of Caledon that typically have parking issues during the fall colours period, and temporary No Parking, Stopping and/or barricades have been installed.
- The objective of this review is to clearly identify the specific segments of roads that should be permanently signed with stopping/parking prohibitions; and other segments where limited parking could be provided safely and without negatively impacting area residents;
- The findings of the review are based on field investigations, type and frequency of temporary measures that have been implemented over the past few years, engineering guidelines and best practices;
- Because this is a dynamic situation, Staff will continue monitoring the effectiveness and impacts of measures and report back to Council if additional adjustments are yet required.

DISCUSSION

It is recognized that Caledon's natural features, distinct communities, and other offerings attract increased vehicle activity. The Town of Caledon is committed to managing safety issues and nuisance impacts on residents due to the increase in vehicle traffic, specifically related to parking. Balancing increased vehicle volume, traffic safety, and nuisances is crucial to achieving a sustainable approach. Therefore, deploying parking and enforcement measures to strike a balance between increasing parking demands and the safety of residents is crucial to managing the issues.

Spring 2020 brought an influx of visitors to the scenic trails and destinations of Caledon as a result of the pandemic. The increase in volume resulted in more traffic on the roads, causing congestion in small villages putting pressure on limited parking areas at trail access points and parks. The additional cars resulted in parking issues on roads where stopping is unsafe and parking is not permitted. Staff anticipate that visitor numbers will be high again in 2021, spring through the summer, and into the fall. It is expected that the Town will encounter traffic control and parking issues, particularly in and around the western part of Caledon (Wards 1 and 2), including the village of Belfountain, Forks of the Credit Provincial Park, and the Cheltenham Badlands.

Permanent stopping and parking prohibitions on Town roads was reviewed

Engineering Staff has undertaken a review of all the scenic areas in west Caledon that typically have parking issues during the fall colours period. The objective of this review was to clearly identify the specific segments of roads that should be permanently signed with stopping/parking prohibitions and other segments where limited parking could be provided safely and without negatively impacting area residents. A comprehensive traffic engineering assessment was undertaken to examine the feasibility and impacts of parking based on field investigations, type, and frequency of temporary measures that have been

implemented over the past few years, based on engineering guidelines and best practices. Staff also conducted a review of the existing signage on the Road to ensure signs are visible, legible, and adequately spaced along the streets. Staff will continue to work with the Bruce Trail Conservatory to find ways to accommodate parking for trail maintenance activities and annual events.

Seven locations were examined as part of this review. The findings and recommendations are overviewed below.

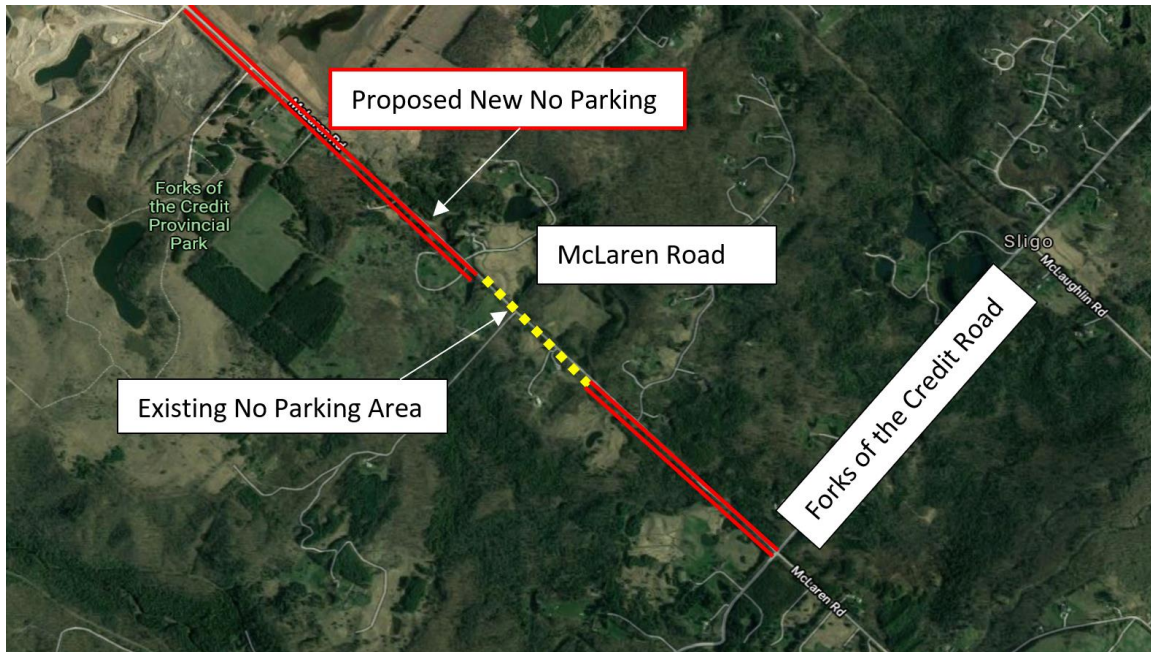
New “No Parking” Areas in Belfountain

Staff reviewed the roadway conditions on Mississauga Road, Dominion Street, Chisholm Street, and McLaren Road. **Figures 1 and 2** below show the existing “No Parking” area and the proposed extension of restrictions based on road geometry, pavement, land use and shoulder width. Staff recommend extension of “No Parking” on Mississauga Road along the bend due to visibility restrictions. Dominion Street is a narrow lane and mainly oneway road, and therefore, the top end is recommended to be restricted, same for Chisholm Street.

Figure 1: New No Parking on Mississauga Road, Dominion and Chisholm Street



Figure 2: New No Parking on McLaren Road



McLaren Road is a collector road with hills, limited paved shoulders, and a narrow travel lane and is next to the Forks of the Credit Provincial Park. In the past, there have been safety issues with on-street parking when the Park's parking was full.

New "No Parking" Areas on Chinguacousy Road at Olde Base Line Road

Chinguacousy Road, at Olde Base Line Road, has been temporarily signed 'No Parking' for the last number of years, along with barricades/local traffic only sign on the northern section. A very high percentage of the vehicles parking here are using Old Baseline Road as pedestrian access to the Cheltenham Badlands. There are a few parking spaces at the trailhead at the Caledon Trail Way, and given the deep ditches along the road, road geometry, pavement, and shoulder width, Staff recommend a few parking spaces along Chinguacousy Road, as illustrated in **Figure 3**, to meet Bruce Trail hikers demands and designate the rest of the Road as a "No Parking" area. It is to be noted that CVC has parking spaces at the Cheltenham Badlands. It is expected that the designated area on the south of Olde Base Line Road accommodates about 7 vehicles.

Figure 3: New No Parking on Chinguacousy Road



New” No Parking” Area on Creditview Road at Olde Base Line Road and the Grange Side Road

While permanent no parking signs have been installed on the north of Credit View Road at Olde Base Line Road, the southern portion temporarily had “No Parking” signs, making both sides of the road illegal parking. Per field and engineering investigations and given the bend, deep ditches, geometry, pavement and shoulder width and lack of sidewalk and for public safety reasons, “No Parking” area is recommended from Olde Base Line Road to be extended to the south until Boston Mills Road as shown in **Figure 4** below.

Figure 4: New No Parking on Creditview Road (South of the Olde Base Line Road)



Creditview Road, north of the Grange Side Road, has an entrance with the Bruce Trail. Currently, the parking restriction is only on the west side to a point 200 m north of The Grange Sideroad. Field investigation indicates that some adjustment on the limit of parking is required to prevent blocking of the resident's and the trail's entrance, as illustrated in **Figure 5** below. The recommendation is to restrict the parking on the east side from a point 150m north of the Grange Side Road to a point 200 m north of The Grange Sideroad.

Figure 5: New No Parking on Creditview Road (north of the Grange SR)



New “No Stopping” Area on Escarpment Side Road and Horseshoe Hill Road

Over the past few years, specifically during the pandemic, this area has observed frequent and ongoing parking of vehicles on the road near the intersection of Escarpment Sideroad and Horseshoe Hill Road, which has an adverse impact on local residents due to nuisances including loitering, littering, noise at night and the idling of vehicles. From a traffic engineering perspective, it also blocks the sightline at the intersection. As illustrated in **Figure 6** below, Staff recommend permanent “No Stopping” on Escarpment Side Road, from a point 200 m east to a point 50 m west of Horseshoe Hill Road, and on Horseshoe Hill Road, from a point 250 m north to a point 200 m south of Escarpment Side Road.

Figure 6: New No Stopping on Escarpment Side Road and Horseshoe Hill Road



Next Steps

Although immediate actions above will mitigate some of the pressures experienced in the past in Caledon, as next steps, Staff will be:

- Monitoring the effectiveness of measures and report back to Council if additional adjustments are required, given the dynamic nature of the situation;
- Looking at improving signage to encourage the use of available/public parking;
- Assessing the feasibility of implementing scenic routes by-law/enforcement; and
- Exploring additional parking opportunities in collaboration with other agencies as part of the Town’s Trails Master Plan Update.

FINANCIAL IMPLICATIONS

The cost to purchase and install the required regulatory signs and hardware is estimated at \$20,000 and will be funded from the Operations operating budget (account # 01-09-495-49200-365-62660 Traffic Operations Maintenance).

COUNCIL WORK PLAN

Not applicable

ATTACHMENTS

None.