



# REPORT

## Public Works and Operations

**TO:** Public Works and Active Transportation Committee

**FROM:** Ben Kester, C.E.T., C.R.S.S.-S., Director of Public Works and Operations

**DATE:** May 16, 2022

**REPORT:** **PWO-35/22** **FILE NO.**

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**SUBJECT:** Resident/Non-Resident Safety and Emergency Vehicle Access  
Concession 6 and 7

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### BACKGROUND:

The Township of Uxbridge currently has over 300 KM of trails that are a widely used recreational asset and proven destination for many individuals who are both residents as well as visitors to the Township. The focal point of trail usage lies on Concession 6 and 7 between Goodwood Road and the Uxbridge-Pickering Townline. Traditionally parking at the various trail access points on these roadways has been congested, and moreover during peak times, such as weekends, and throughout the summer months, into the Fall season. This increased usage has resulted in significant increases in traffic and parking congestion in these areas. Current data modelling suggests (information received from Central Counties, LSRCA, and TRCA) with the lifting of COVID-19 restrictions, we should see volumes levelling off, and a steady year over year increase in traffic will persist. High demand has led to an excessive number of vehicles parked at these sites resulting in vehicle congestion, access issues for emergency vehicles, and vehicles parking unsafely and illegally. In addition, pedestrians are crossing the roadway to access trail points in an unsafe manner.

### DISCUSSION:

**Parking Issues – Concession 6 and 7** Residents on Concession 6 and 7 as well as trail users have expressed ongoing concerns regarding safety on these roads. Some of the concerns brought forward are:

- Vehicles travelling at a high rate of speed.
- Limited sightlines due to both the configuration of the roadway and the congestion/unsafe parking practices.
- Danger when pedestrians are crossing the road to access trails.
- Risk of injury when loading and unloading from parked vehicles.
- Challenges for residents to safely enter and exit from their driveways/residences.
- High volumes of traffic, especially during peak times, from May to October, and more specifically on weekends.
- Congestion and crowding on both sides of these roadways from parked vehicles using the trails.

### **Emergency Vehicle Access**

- The crowding and vehicles parking unsafely on Concession 6 and 7 has been raised by the Fire Services Department.
- During peak periods, sections of Concession 6 and 7 are often impassable, which results in loss of precious time for emergency vehicles and personnel to attend to fires or injuries which presents not only a risk to the public, but also a liability to the Township.

The Township takes these issues seriously. Staff engaged the services of a traffic engineering company (Lea Engineering) to undertake a study to make recommendations on how best to improve safety. Implementing the recommendations in the engineering report will alleviate immediate safety concerns and meet the requirements of the Highway Traffic Act, and the Uniform Manual of Traffic Control.

Attached is the Lea Engineering report and depicts the proposed parking restrictions.

### **Enforcement**

The proposed changes to parking practices/areas on Concession 6 and 7 would be made enforceable by amending the Township's Traffic By-law. The enforcement of the new restrictions would be the responsibility of our current complement of By-law Services Officers. They will be available to respond to complaints as well as proactively patrol the area when scheduled. Continuing communications, education, complaint response and proactive enforcement will be essential to educating users on the importance of safety in these areas.

### **Timeline for Implementation**

If Committee is in support of the proposed no parking areas on Concession 6 and 7, it is recommended that staff be directed to proceed with the necessary By-law amendments and bring them forward for consideration as soon as possible.

### **Budget Impact**

There will be costs associated with the purchase and installation of "No Parking" signs for Concession 6 and 7. Each Concession is approximately 6 km (3.80 miles) in length. The Highway Traffic Act requires that "No Parking" signs be placed 50m apart. The section of Concession 6 from Albright Road to the Uxbridge-Pickering

Townline would require the installation of approximately 75 signs. The section of Concession 7 from Goodwood Road to the Uxbridge-Pickering Townline would require the installation of approximately 120 signs. The cost per sign is \$75.00 in addition to the cost of equipment and installation (internal), totaling \$125.00 per sign.

The total cost is estimated at \$28,000 and it will be funded through the Public Works operations budget.

## **RECOMMENDATION**

THAT Report PW- 2022 of Ben Kester, Director of Public Works and Operations, be received for information;

AND THAT Public Works and Active Transportation Committee approve the following recommended “no parking” areas as outlined in the Road Assessment Report from Lea Consulting:

- Concession 7 from Goodwood Road to Uxbridge-Pickering Townline
- Concession 6 from Albright Road south to Uxbridge-Pickering Townline;

AND THAT the recommendation from Lea Consulting with respect to parking on Concession 6 from Goodwood Road, south to Albright Road, not be approved at this time;

AND THAT staff be directed to notify residents affected by the proposed “no parking” areas in the immediate/affected vicinity of the subject areas;

AND THAT a public communications/education strategy be developed that will ensure the public, both Uxbridge residents and non-residents are informed on the proposed “no parking” areas;

AND THAT Staff bring forward an amending by-law to incorporate the proposed no parking strategy into the Township’s Traffic By-law as soon as possible;

AND THAT Committee direct staff to initiate the procurement and subsequent installation of the no parking road signs, in conjunction with the aforementioned approval of Township’s Traffic By-law.

AND THAT the cost be funded through the Public Works operations budget.

Respectfully Submitted by:

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Ben Kester, C.E.T., C.R.S.S.-S.  
Director of Public Works and Operations