



April 27, 2022

**LEA Consulting Ltd.**  
425 University Ave, Suite 400  
Toronto, ON, M5G 1T6 Canada  
T | 905 470 0015 F | 905 470 0030  
WWW.LEA.CA

**Reference Number: 22304**

**Heather Gayman**  
Project Manager  
Town of Uxbridge  
Via email: [hgayman@uxbridge.ca](mailto:hgayman@uxbridge.ca)

Dear Ms Gayman,

**RE: Uxbridge Parking Studies – Concession Road 6 and Concession Road 7**

On behalf of the Township of Uxbridge, LEA Consulting Ltd. has undertaken a review of the road conditions in relation to trailhead parking demand and supply along Concession Road 6 and Concession Road 7. It is understood the Township is considering options to increase parking supply due to high demand in peak hiking seasons, in addition to restricting/discouraging on-street parking to address fire route and maintenance concerns. The following report covers the preliminary review undertaken to address these matters. If there are any questions, please do not hesitate to reach out to the undersigned at [kwaugh@lea.ca](mailto:kwaugh@lea.ca).

Yours very truly,

**LEA CONSULTING LTD.**

Kelsey Waugh, P.Eng, RSP1  
Transportation Engineer

*This report represents the work of LEA Consulting Ltd. ("LEA"). The work is based upon the project scope and design information as described herein and as provided by, Township of Uxbridge (the "Customer"). This report has been prepared solely for Township of Uxbridge. Any other users of this report do so entirely at their own risk and neither LEA, its sub consultants, nor their respective employees assume any liability for any reason, including, but not limited to, negligence, for any information or representation herein.*

## 1 INTRODUCTION

The Township of Uxbridge is known for its major cycling and hiking destinations, with over 200 kilometres of existing off-road trails including a number of provincially and regional significant trail systems such as the Oak Ridges Trail, the Greenbelt Cycling Route, the Trans Canada Trail and the MTO Province-wide cycling network<sup>1</sup>. Since 2020, there has been significant growth of parking near trailhead accesses along Concession 6 and Concession 7. During peak hiking season, there have been observations of demand often exceeding available formal parking lots and leading to an increase of parking on roadway shoulders and adjacent gravel and/or grassed areas. The increase of roadside parking along Concession 6 and Concession 7 has been noted to have the following impacts:

- ▶ Limited road width for fire vehicle access when vehicles are parked on one or both sides of the roadway
- ▶ Safety and sightline concerns
- ▶ Increased deterioration of gravel and unpaved surfaces
- ▶ Parking on private properties

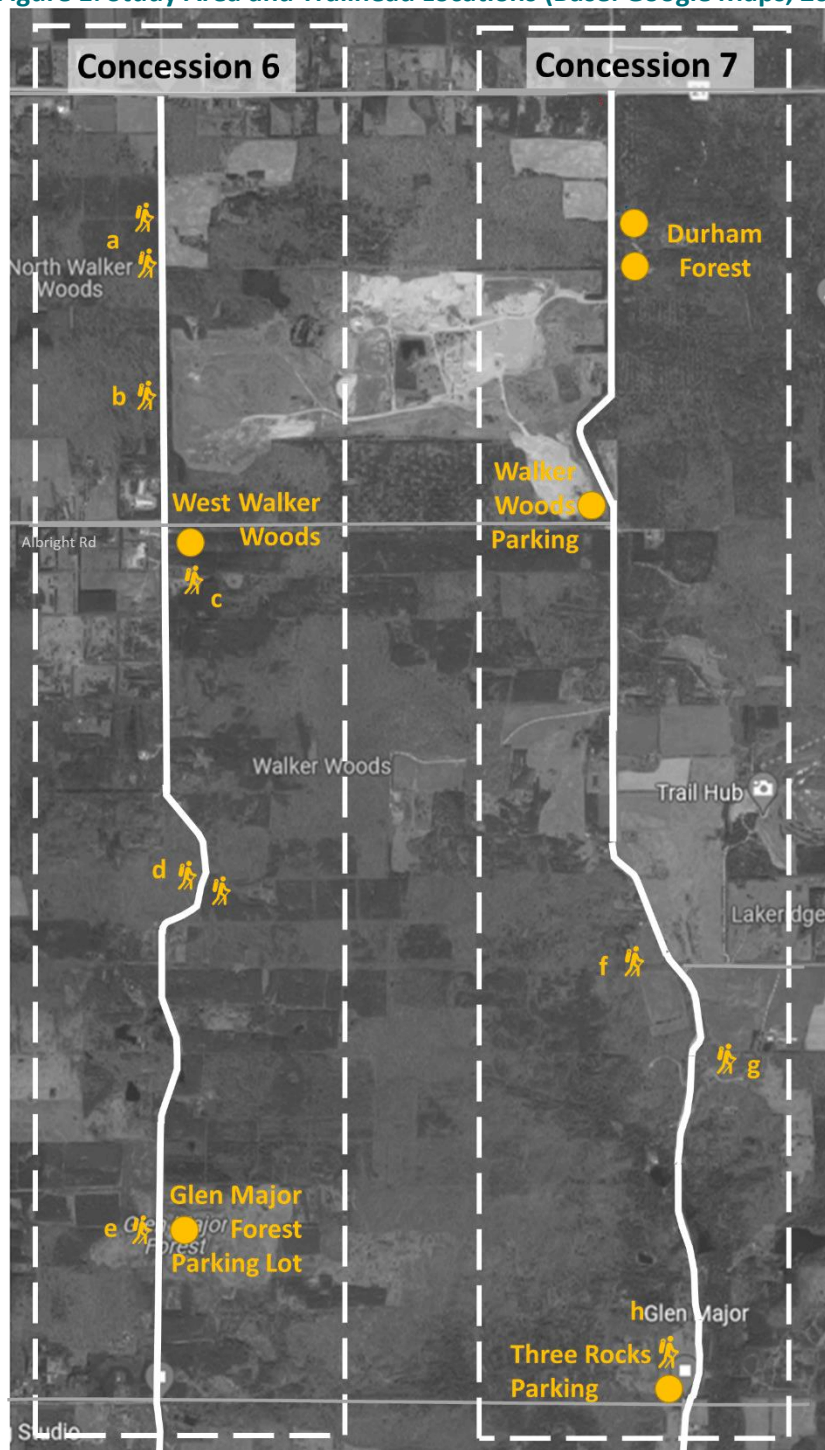
This parking review was undertaken to examine the road conditions along Concession 6 and 7, between Goodwood Road and the Uxbridge-Pickering Townline, and identify options to address safety and fire route access concerns.

**Figure 1** shows the study area, approximate trailhead locations and trailhead parking lots. While not specified in the Township's Official Plan, Concession 6 and 7 are assumed to be collector roads, with narrow rights-of-way and one lane of traffic in each direction. Notably, there are 9 trailhead accesses and two parking lots on Concession 6, for trails to East Duffins Headwaters, Walker Woods and Oak Ridge trails. On Concession 7 there are 6 trailhead accesses and 3 parking lots, for trails within Durham Forest, Glen Major, Dagmar North, and Walker Woods.

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<sup>1</sup> Uxbridge Active Transportation Plan, June 2021

Figure 1: Study Area and Trailhead Locations (Base: Google Maps, 2022)



Trailheads

- a North Walker Woods
- b Oak Ridge
- c West Walker Woods
- d Walker Woods

e East Duffins Headwaters

f Chalk Lake Trail

g Dagmar north

h Three Rocks

● Trailhead Parking Lot

## 2 ON-STREET PARKING PRINCIPLES AND DESIGN CRITERIA




Typically parking along the road edge is not encouraged on rural roadways, due to limited shoulder widths and high travel speeds. Where no signage is displayed, roadside parking is governed by the Ontario Highway Traffic Act, which states “**170** (1) No person shall park, stand or stop a vehicle on a roadway, (a) when it is practicable to park, stand or stop the vehicle off the roadway; or (b) when it is not practicable to park, stand or stop the vehicle off the roadway unless a clear view of the vehicle and of the roadway for at least 125 metres beyond the vehicle may be obtained from a distance of at least 125 metres from the vehicle in each direction upon the highway. R.S.O. 1990, c. H.8, s. 170 (1).”.

Additionally, the Townships Traffic-By-Law No. 2013-184 governs parking and stopping regulations. Currently, there is no official signage for the majority of Concession 6 and Concession 7, and roadside is not expressly prohibited for the majority roadways, if it complies with general stopping and parking regulations.

As noted earlier, the existing Rights-of-Way (ROW) of the Concession 6 and Concession 7 roadways are narrow, with limited pavement width and gravel shoulders. The Township of Uxbridge Design Standard US-201 “Rural Local Road Section with Open Ditches” demonstrates a 20.00 ROW, with two traffic lanes of 3.35m, and a 1m shoulder with 0.5m rounding on either side of the travel lanes. Typically, a dedicated parking lane would require a maintained paved or gravel shoulder of minimum 2.4m<sup>2</sup>, excluding width for drainage and road edge treatments. In effect with this rural cross-section, vehicles parked on both sides of the roadway would limit the available traveled area to less than 5.5m, which is insufficient for two vehicles to pass each other and can block fire vehicles.

To address the concerns noted above with roadside parking blocking travel and fire vehicles, this study reviewed options for parking prohibitions in certain locations. The options were considered to improve road safety and fire access are outlined in

**Table 1: Roadside Parking Options**

Category	Applicability	Recommended Signage
No Parking	Where parking on one or both sides of the road may impact travel lanes, where sightlines are limited and where parking access to trailheads is available off-street. Consideration is made to the location and proximity to trailhead access points, and to discourage midblock pedestrian crossings to access the trail head.	
Fire Route (No Parking)	Where the ROW narrows and is impassable with parking on one or both sides.	
No Parking Dec-April	Where ROWs may be impacted due to snow storage.	
For further review	Areas where parking demand exceeds availability and further study is required for potential parking expansion.	

<sup>2</sup> Transportation Association of Canada, Chapter 4.3.2.4

### 3 SITE VISIT FINDINGS

A site visit was conducted on March 20<sup>th</sup>, 2022, to review the roadway under winter conditions and identify key locations of concern. Concession 6 and Concession 7 are rural roads with narrow existing rights-of-way. Road conditions included paved and gravel road surfaces and varying speed limits between 40 km/hr – 80 km/hr.

During the site visit, weather conditions were wet and there was limited hiking demand on this day due to muddy trails. Residual spaces were noted within the off-street parking lots and snow was observed in several locations.

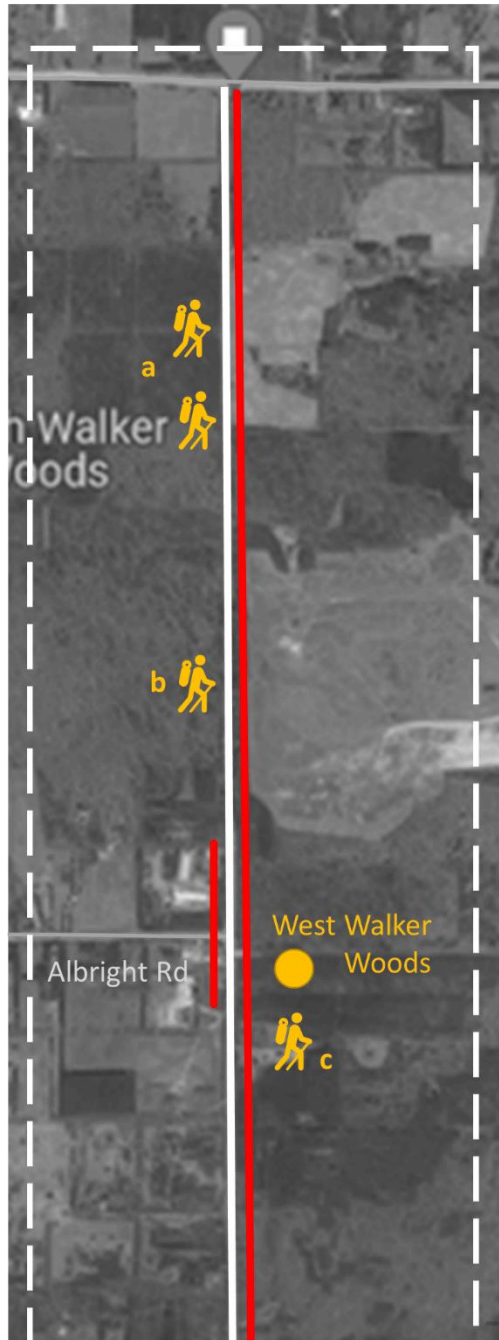
Appendix A records images taken during the site visit and general observations.

### 4 RECOMMENDATIONS

The recommendations for Concession 6 are shown in **Figure 2** below and for Concession 7 in **Figure 3**. Generally, parking is recommended to be restricted on at least one side of the roadway, to maintain sufficient on-road width for two-way travel. Generally, if restrictions are recommended, they should be placed for at least 150m in either direction of any significant curvature, public intersections, and off-street parking lot entrances.






**Figure 2: Concession 6 Recommendations**

**Concession 6 (Goodwood to 1km south of Albright)**



**Concession 6 (1km south of Albright to Uxbridge Border)**



-  Recommended No Parking
-  Recommended No Parking Dec-April
-  Trailhead Parking Lots
-  Trailhead Pullouts
-  Recommended "Watch for Pedestrians" Signs

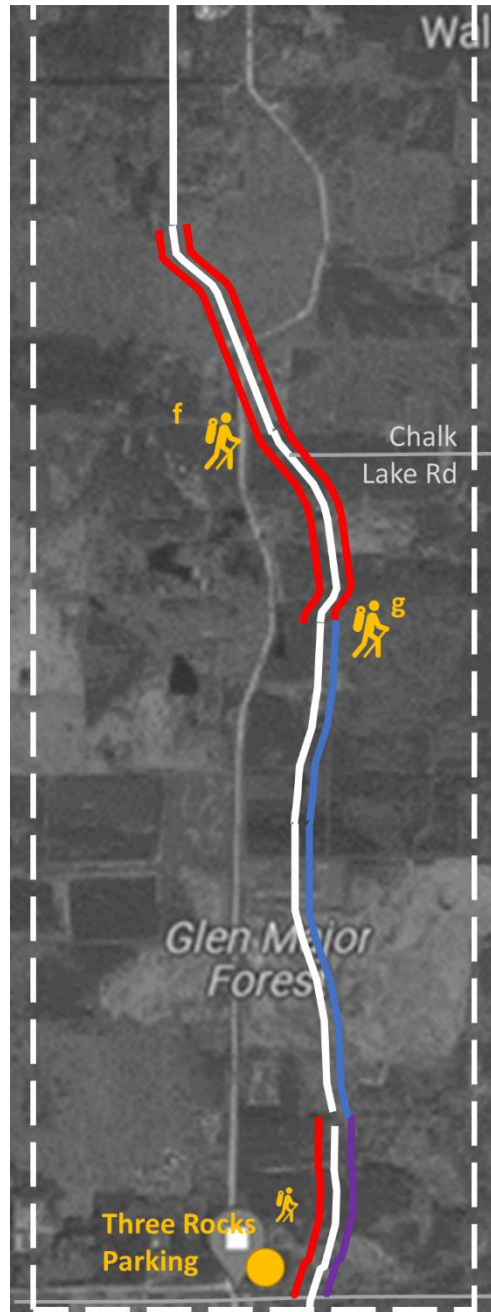







**Figure 3: Concession 7 Recommendations**

**Concession 7 (Goodwood to 1km south of Houston)**



**Concession 7 (1km south of Albright to Uxbridge Border)**



-  Recommended No Parking
-  Recommended No Parking Dec-April
-  Area for further study
-  Trailhead Parking Lots
-  Trailhead Pullouts

## 5 NEXT STEPS

It is recommended that these recommendations be implemented in the summer of 2022, in advance of paid parking implementation. The sections on Concession Road 7 noted as “Areas of further study” should be marked as “No Parking” until further study is conducted to examine if upgraded parking facility can be provided.