

## **COMMITTEE OF THE WHOLE – JUNE 16, 2003**

### **WOODBIDGE AVENUE IMPROVEMENTS**

#### **Recommendation**

The Commissioner of Engineering and Public Works recommends:

1. That Council provide direction on whether to extend the existing boulevard treatment on the south side of Woodbridge Avenue to narrow the road and minimize the illegal parking that occurs in front of the Royal Bank and dry cleaners, or accommodate the demand for parking by reconstructing the boulevard to create more parking spaces;
2. That bollards or planter boxes be installed on the boulevard in front of the Ministry of Transportation licensing office to prevent motorists from parking on the boulevard and obstructing the abutting driveway;
3. That should Council wish, curb extensions similar to those already in place along Woodbridge Avenue be installed on the northwest corner at Clarence Street, on either side at Market Lane, in front of the library, and on the south side at Wallace Street to further define the adjacent parking areas and provide more streetscaping;
4. That a flush-to-grade crosswalk with coloured impressed concrete be installed on the east side of the intersection of Woodbridge Avenue and James Street; and
5. That cost estimates for the desired work be prepared by staff and submitted for consideration in the 2004 Capital Budget discussions.

#### **Purpose**

To report on the feasibility of traffic improvements and parking for Woodbridge Avenue.

#### **Background - Analysis and Options**

At its meeting of September 9, 2002, Council directed that further to a deputation by Ms. Joanne Mauti, Woodbridge Core Ratepayers' Association, staff provide a report with respect to traffic improvements and parking for Woodbridge Avenue. The deputant has expressed the following concerns and requests pertaining to Woodbridge Avenue between Kipling Avenue and Islington Avenue:

- That motorists illegally park in front of the Royal Bank and other nearby buildings in the Woodbridge Core.
- That something be introduced in front of the Ministry of Transportation licensing office opposite Market Lane to prevent motorists from parking on the boulevard and obstructing the driveway leading to the back of the building.
- That in addition to the curb extensions along the north side of Woodbridge Avenue west of Market Lane, curb extensions be constructed on the northwest corner at Clarence Street, on either side at Market Lane, in front of the library, and on the south side at Wallace Street to further define parking areas.
- That a stop sign or other means be introduced on Woodbridge Avenue at James Street to assist pedestrians crossing the road near the parkette and Old Fire Hall Lane.

The area is shown on Attachment No. 1. The main concern is the illegal parking activity along Woodbridge Avenue, in particular along the south side at the Royal Bank and dry cleaners.

The section of Woodbridge Avenue between Kipling Avenue and Islington Avenue was reconstructed through the *Woodbridge Historic Commercial Centre Urban Design Study* (October 1994), and boulevard treatments were implemented to narrow the road along the north side between Market Lane and James Street, and along the south side east of Wallace Street. Parking lay-by spaces were created as a result, but they are often occupied and many motorists park in the No Stopping area in front of the bank and dry cleaners for short durations.

### Observations and Studies

In response to these concerns, staff conducted some observations and studies in the Woodbridge Core. The following were noted:

- Frequent illegal parking occurs in front of the Royal Bank and dry cleaners. Here, the road bends and the pavement width is about 11 metres, which is sufficient for motorists to park on one side and still allow two through lanes of traffic. Less frequent illegal parking occurs further to the west, where the pavement width is narrower at about 8 metres (not including parking lay-by spaces). Here, a motorist parked on one side may obstruct through traffic.
- Illegal parking also occurs near the Ministry of Transportation licensing office opposite Market Lane. Because of a curb cut for the driveway leading to the back of the building, motorists occasionally park on the boulevard and obstruct the driveway.

A parking study conducted on May 7, 2003, showed that adequate parking is available in the area, either elsewhere on Woodbridge Avenue or in Market Lane. At most, 79 percent of the parking spaces west of Clarence Street were occupied during the peak time of day around 12:00 noon. In Market Lane the peak parking demand during this time was 48 percent, and in areas further from the core, such as off Arbors Lane, the demand was even less. However, because much of the parking is for short duration, many motorists are unwilling to walk from these locations.

### Suggestions and Recommendations

Three options are available to minimize the amount of illegal parking that occurs in sections of Woodbridge Avenue:

- Provide more frequent enforcement within the No Stopping areas.
- Discourage motorists from parking in the No Stopping area in front of the Royal Bank and dry cleaners. This can be done by narrowing the road so that motorists are less inclined to park in this area. The pavement width could be narrowed by about 3 metres to match the pavement width west of Wallace Street with an extension of the existing boulevard treatment on the south side.
- Accommodate the demand for parking in this area. This could be done by reconstructing the boulevard on the south side to create more parking spaces in front of the Royal Bank and dry cleaners. It may be possible to reconfigure the area for angle parking rather than the parallel parking currently in place. Should Council wish to pursue this option the impacts of angle parking on traffic operations along Woodbridge Avenue would have to be evaluated. It is recommended that such an evaluation be conducted by a qualified transportation consultant.

Either of the last two options would require that sufficient funds be set aside for extending or reconfiguring the existing boulevard treatment. Should Council wish to explore these options, preliminary cost estimates could be prepared and submitted for consideration in the 2004 Capital Budget discussions.

For the illegal parking occurring in front of the Ministry of Transportation licensing office, it is recommended that one or two bollards be installed on the boulevard. The bollards would have to be located so as to prevent motorists from parking on the boulevard, but not from using the driveway. The bollards could be decorative and similar to those in place on Islington Avenue in Kleinburg. Alternatively, planter boxes may also be installed.

Curb extensions, similar to those already in place along the north side between Market Lane and James Street, may be installed on Woodbridge Avenue. Although no operational hazards have been noted with respect to the existing parking areas, additional curb extensions would further define these areas and provide more streetscaping. The deputant has requested curb extensions on the northwest corner at Clarence Street, on either side at Market Lane, in front of the library, and on the south side at Wallace Street.

It is not recommended that an allway stop be installed at the intersection of Woodbridge Avenue and James Street. The allway stop would not be warranted, as traffic volumes on James Street are very low; few motorists on Woodbridge Avenue would be challenged for the right-of-way and come to a stop. However, a flush-to-grade crosswalk with coloured impressed concrete could be installed on the east side of the intersection to define an area where pedestrians tend to cross Woodbridge Avenue to access the parkette and Old Fire Hall Lane.

### **Conclusion**

It is recommended that Council provide direction on whether to extend the existing boulevard treatment on the south side of Woodbridge Avenue to narrow the road, or reconstruct the boulevard to create more parking spaces area in front of the Royal Bank and dry cleaners. It is recommended that bollards or planter boxes be installed on the boulevard in front of the Ministry of Transportation licensing office. Should Council wish, curb extensions similar to those already in place may be installed at additional locations of Woodbridge Avenue. It is recommended that a flush-to-grade crosswalk with coloured impressed concrete be installed on the east side of the intersection of Woodbridge Avenue and James Street.

### **Attachments**

1. Location Map

### **Report prepared by**

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Respectfully submitted,

Bill Robinson, P. Eng.  
Commissioner of Engineering and Public Works

# ATTACHMENT No. 1

