
REPORT TITLE: **Amendment to the Region of Peel Traffic By-law 15-2013 to Implement Parking Prohibitions and Stopping Prohibitions, Town of Caledon, Ward 1**

FROM: Kealy Dedman, Commissioner of Public Works

RECOMMENDATION

- 1. That prohibited shoulder parking and stopping areas be implemented at select locations to enhance the level of safety on Regional Road 1 (Old Main Street) and Regional Road 11 (Bush Street and Forks of the Credit Road) in the Villages of Belfountain and Brimstone in the Town of Caledon; and**
- 2. That permissive parking areas be established along the shoulders of Regional Road 1 (Old Main Street) and Regional Road 11 (Bush Street and Forks of the Credit Road) in the Villages of Belfountain and Brimstone where feasible; and**
- 3. That the necessary by-law be presented for enactment; and**
- 4. That the Town of Caledon, Ontario Provincial Police Caledon Detachment and Town of Caledon By-law Enforcement be notified.**

REPORT HIGHLIGHTS

- Peel Region has received numerous inquiries from residents and Councillors to designate safe shoulder parking areas for visitors on Regional roads within the Villages of Belfountain and Brimstone.
- Staff conducted a comprehensive review of the road right of way and identified areas that require designation as prohibited parking and stopping, as well as permissive parking zones within the Villages to address pedestrian safety for residents and visitors.
- The recommendations support Peel Region's adoption of the Vision Zero framework.

DISCUSSION

1. Background

The Villages of Belfountain and Brimstone are both scenic areas that attract visitors especially during the summer and fall months. The unique characteristics of the roads include narrow shoulders in certain areas that provide challenges accommodating visitor parking and pedestrians. Residents have noted a significant increase in visitors to the area over the last several years, especially throughout the COVID-19 global pandemic, leading to increased traffic volumes, speeds, vehicle noise, shoulder parking and pedestrian activity.

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Belfountain and Brimstone residents contacted Regional staff as well as Regional and Town Councillors to discuss shoulder parking concerns as a result of increased visitor activity. The residents' concerns are primarily related to visitor parking along shoulders as well as vehicles blocking residential driveways in some areas. This parking behaviour has created safety risks to area residents potentially being unable to leave their home in case of an emergency. Visitors also often park vehicles in areas where the shoulder is too narrow, forcing pedestrians to walk within the travelled portion of the roadway posing additional safety concerns.

As part of the review, staff conducted two (2) Virtual Public Consultations with the Belfountain and Brimstone communities including visitors. The first Public Consultation presentation occurred in March 2022 to gauge on-street parking needs, provide parking options and identify potential on-street parking locations based on safety criteria. The parking options provided were: 1) Do Nothing, 2) Allow Parking, 3) Restrict parking for half the month, and 4) Prohibit Parking. An accompanying online public survey was developed to obtain feedback on the proposed parking options. The second and final Virtual Public Consultation occurred in December 2023, and included an informational presentation outlining the results of the survey and the recommended parking solutions.

2. Findings and Recommendations

Belfountain

Staff completed a shoulder parking review in Belfountain on Old Main Street between Forks of the Credit Road and Caledon Mountain Drive, and on Bush Street between Old Main Street and Shaws Creek Road.

A detailed survey of the road and shoulder boulevard within the Belfountain Village was carefully reviewed for shoulder parking based on a Safety Prescreening Criteria developed for this exercise. This criteria included the following:

- Shoulder parking stall of 2.5 metres wide by 6.5 metres long
- 1.5 metre pedestrian space between vehicle and the shoulder white edge line
- Driveway and Intersection sightlines, 3 metres on each side of the driveway and 6 metres on each side of the intersection for sightlines and turning radii; and
- Closely spaced driveways where sightline and parking lengths cannot be accommodated.

The Public Consultation parking survey results showed that Peel residents are in favour of implementing permissive parking zones in areas that are safe and do not present any operational concerns. A Virtual Public Consultation slide deck showing details of the parking review, public input and final recommendations was posted on the Peel Region Project website (The presentation "Belfountain and Brimstone Parking Review Preferred Alternative Recommendation" is included in Appendix I).

The review concluded that, in the Belfountain core within vicinity of the intersection of Old Main Street and Bush Street, the existing stopping prohibition on the southwest quadrant adjacent to the parkette will remain. In addition, the existing permitted public parking area on the east side of Forks of the Credit Road in front of the Higher Ground café and Black Powder Supply Company should remain unchanged. The west shoulder along Forks of the

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Credit Road from Bush Street to River Road can be converted to shoulder parking and all remaining areas along the shoulder of the roads except for the locations mentioned above should be designated as prohibited parking areas.

The shoulders of the road on Old Main Street and Bush Street away from the core at the intersection of Main Street and Bush Street should be predominantly designated as prohibited parking zones. However, there are select locations along the shoulder of Old Main Street and Bush Street that can be designated as permissive parking zones where they do not pose operational issues, and where there is sufficient road shoulder width that meets the Safety Prescreening Criteria noted above (Appendix II).

Brimstone

Additionally, an operational shoulder parking review was undertaken in Brimstone on Forks of the Credit Road between Old Main Street and McLaren Road.

A detailed survey of the road and shoulder boulevard within the Brimstone Village was also carefully reviewed for shoulder parking based on the same Safety Prescreening Criteria used for the Belfountain Village survey, as noted previously.

Based on the Survey results, Staff determined that the narrow gravel shoulders on Forks of the Credit Road should be predominantly designated as a stopping prohibited area. Conversely, there are a few locations along the road's shoulder that can be designated as a permissive parking zone where there is adequate shoulder width to safely accommodate vehicle parking.

In summary, staff recommend designating the shoulders along Regional roads within the study area as predominantly prohibited for stopping. Permissive parking zones are only recommended along select shoulders with sufficient width to meet the Safety Prescreening Criteria. (Appendix III).

RISK CONSIDERATIONS

If the recommendations above are not implemented, the Belfountain and Brimstone residents, businesses and visitors will continue to struggle with traffic, parking and pedestrian safety concerns. These concerns are likely to grow as the volume of traffic and visitors increases over time. The recommendations of this report will improve safety in both Villages to visitors, residents, and other road users and would allow local municipal by-law enforcement officers to enforce the prohibited parking and prohibited stopping areas.

If the recommendations are implemented, visitors may express discontent with parking and stopping prohibitions and less shoulder parking availability; however, the parking and stopping prohibitions offer overall road operations and safety benefits such as:

- Pedestrian safety by protecting space along the shoulders;
- Shoulder parking effectively calming traffic and encouraging slower speeds; and
- Parking for residents, visitors, fishing/cycling clubs, trail maintenance service and customers.

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Ongoing monitoring of parking and traffic activity will be initiated to assess the need for assisted crossing. There may be perception that the Region is benefitting from additional ticket revenue as a result of the increased prohibited shoulder parking and stopping designations. However, this is not the case as ticket revenues are not collected by the Region.

BILL 112 RISKS AND IMPLICATIONS

Details of the transition under Bill 112 including matters as they relate to Regional roles and responsibilities are not known at this time and are to be addressed when known in future reporting to Regional Council. Additional assessment to support the transition will be provided as further details become known.

Through the recommendations of this report, the proposed By-law amendment reflects the appropriate regulatory traffic changes on Regional roads network, thereby minimizing any added risk to the corporation.

FINANCIAL IMPLICATIONS

Signage will be required to implement the recommended shoulder parking prohibitions and stopping prohibitions. These costs can be accommodated within the existing approved operating budget.

CONCLUSION

Based on the Region's parking review within the Villages of Belfountain and Brimstone, and in keeping with the Region's commitment to Vision Zero, the outcome of our Operational Parking Review recommends that shoulder parking prohibitions and stopping prohibitions be implemented on Regional roads within the Villages of Belfountain and Brimstone except at select locations where permissive shoulder parking can be safely accommodated. These changes will support the existing and future road character and improve public safety.

An amendment to the Region of Peel Traffic By-law 15-2013 is required to implement parking prohibitions and stopping prohibitions on Regional Roads within the Villages of Belfountain and Brimstone.

APPENDICES

Appendix I – Belfountain and Brimstone Parking Review Preferred Alternative Recommendation
Appendix II – Belfountain – Old Main Street and Bush Street
Appendix III – Brimstone – Forks of the Credit



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