

# WELCOME TO THE KLEINBURG PARKING STRATEGY REVIEW

## PUBLIC INFORMATION AND FEEDBACK SESSION #1

SEPTEMBER 26, 2019



### Purpose of this session:

- **Introduce** the Kleinburg Parking Strategy Review
- **Inform** on the study intents and purposes, process, outcomes and work completed to date
- **Gather** input on existing conditions, and parking issues, needs and opportunities in the study area

Please sign in. Project team members are here to answer questions.  
Please fill out a comment form before you leave.

# KLEINBURG PARKING STRATEGY - STUDY AREA



# STUDY BACKGROUND

- Kleinburg is one of the **City of Vaughan's historic villages** with a charming residential community at its core, abundant natural assets and a rich and varied history.
- Islington Avenue, a **vibrant main street**, runs through the Village Core and is fronted by mixed use and retail/commercial land uses. Kleinburg's commercial attractions are set in historical buildings and provide a steady stream of activity.
- The 2011 Kleinburg Economic Development Strategy (KEDS) identified that **limited public parking** is a significant challenge for developments in Kleinburg.
- The Kleinburg Parking Strategy Review was initiated by the City of Vaughan in August 2019 to identify and assess alternatives for existing and future parking needs, recommend implementable parking management solutions and identify sustainable sources of funding or financing alternatives.



# STUDY SCOPE AND OBJECTIVES

Objective: Develop a comprehensive and forward-looking parking strategy to facilitate growth and accommodate immediate and long term parking demands in Kleinburg



**Assess** existing parking supply and demand profiles, and consider the transportation modes in Kleinburg



**Collect** input and address comments from the public and stakeholders during the study



**Develop** menu of solutions for comprehensive parking strategy by understanding and quantifying immediate and future parking needs (1-5 years, 5-10 years, 2041)

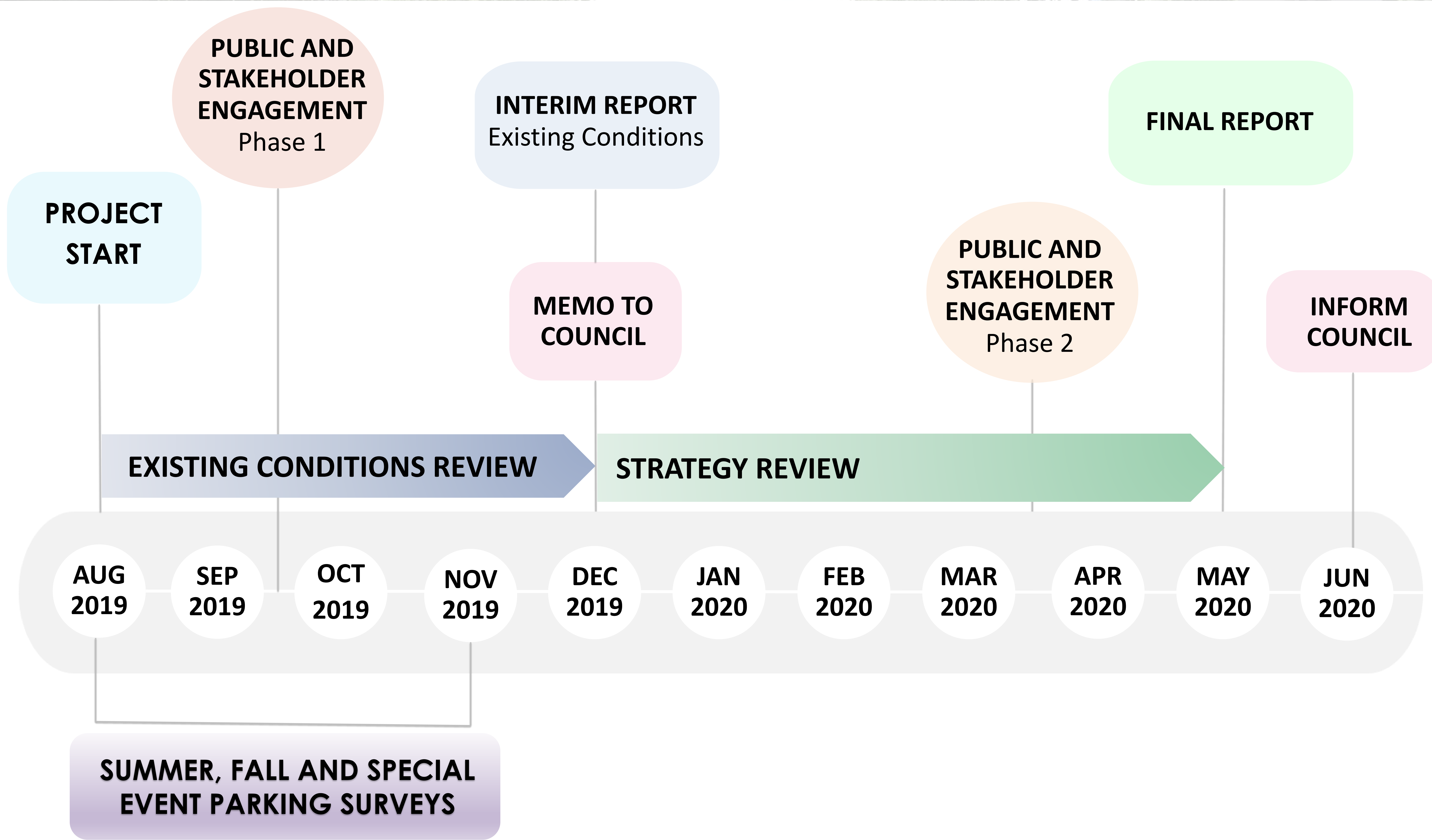


**Recommend** comprehensive parking policies and guidelines considering multi-modal and active transportation, transit, safety and complete streets planning and design principles



**Formulate** a Parking Management and Implementation Plan through review of costs and funding strategies, cash-in-lieu policies, phasing and monitoring strategies

# STUDY FRAMEWORK



# EXISTING PARKING SUPPLY

The Kleinburg study area provides over 720 non-residential parking spaces:

- Municipal on-street parking (129 spaces)
- 28 off-street parking lots (591 spaces in marked lots, 5 un-marked lots)



Parking Lot	Total Spaces (Accessible)	Parking Lot	Total Spaces (Accessible)
Lot #1	18 (1)	Lot #15	Un-marked
Lot #2	44 (2)	Lot #16	3
Lot #3	17 (1)	Lot #17	Un-marked
Lot #4	20 (1)	Lot #18	20
Lot #5	6	Lot #19	13
Lot #6	12 (1)	Lot #20	208 (2)
Lot #7	12	Lot #21	17 (2)
Lot #8	8 (1)	Lot #22	3
Lot #9	17 (1)	Lot #23	13 (1)
Lot #10	45 (3)	Lot #24	Un-marked
Lot #11	26 (1)	Lot #25	64 (1)
Lot #12	7 (1)	Lot #26	Un-marked
Lot #13	9	Lot #27	2
Lot #14	7	Lot #28	Un-marked
<b>On-Street</b>		<b>Total Spaces</b>	
Nashville Road (north side)		13	
Nashville Road (south side)		6	
Islington Avenue (East Side)		63	
Islington Avenue (West Side)		15	
Kellam Street		2	
Napier Street		30	

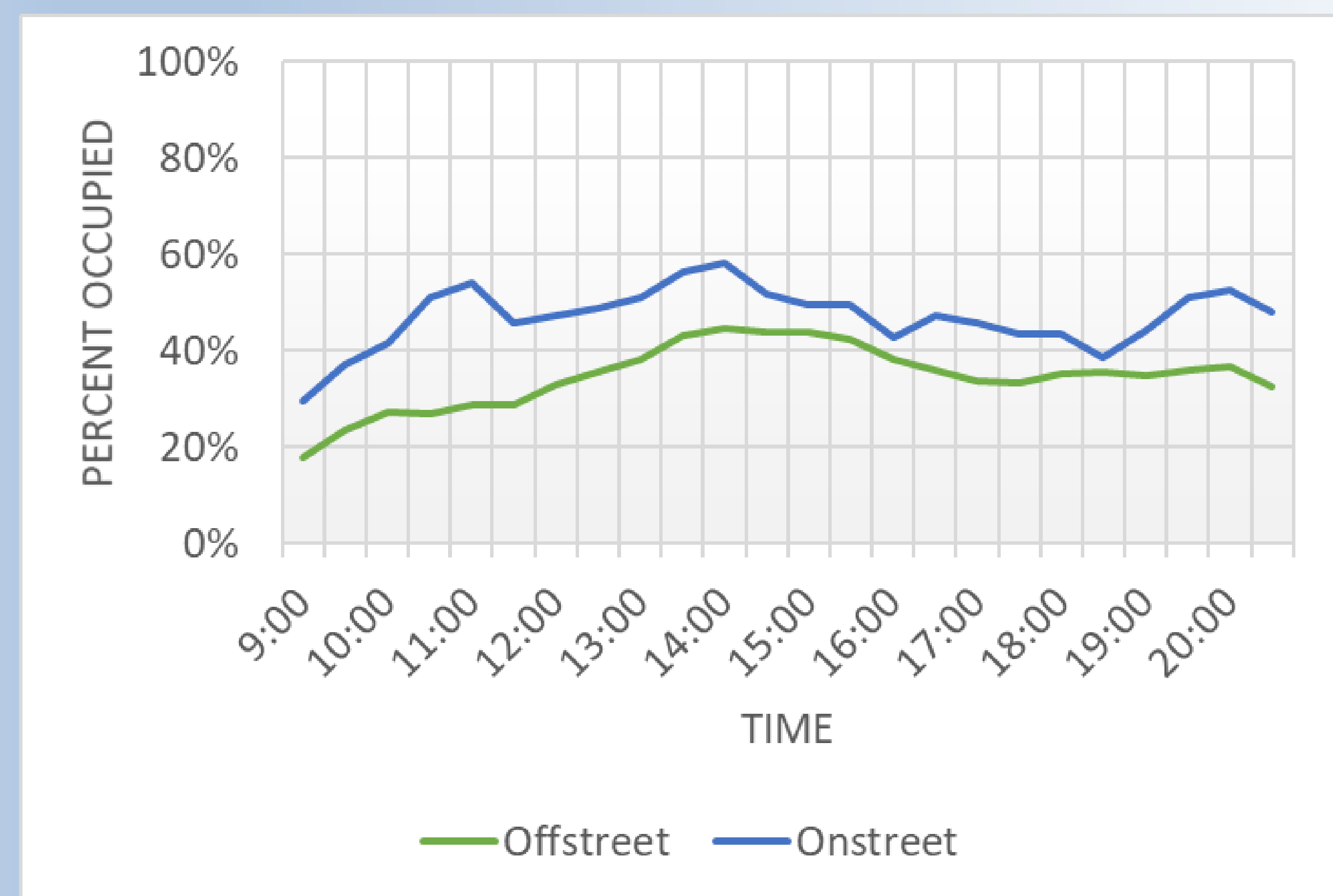
# EXISTING PARKING DEMANDS

- 12-hour partial license plate surveys have been completed to observe parking occupancy, turnover and duration of stay in the study area during a summer weekday and weekend:
  - Thursday, August 22, 2019 from 9:00 AM to 9:00 PM
  - Saturday, August 24, 2019 from 9:00 AM to 9:00 PM
- Similar parking surveys will be undertaken in mid-October and November, 2019.

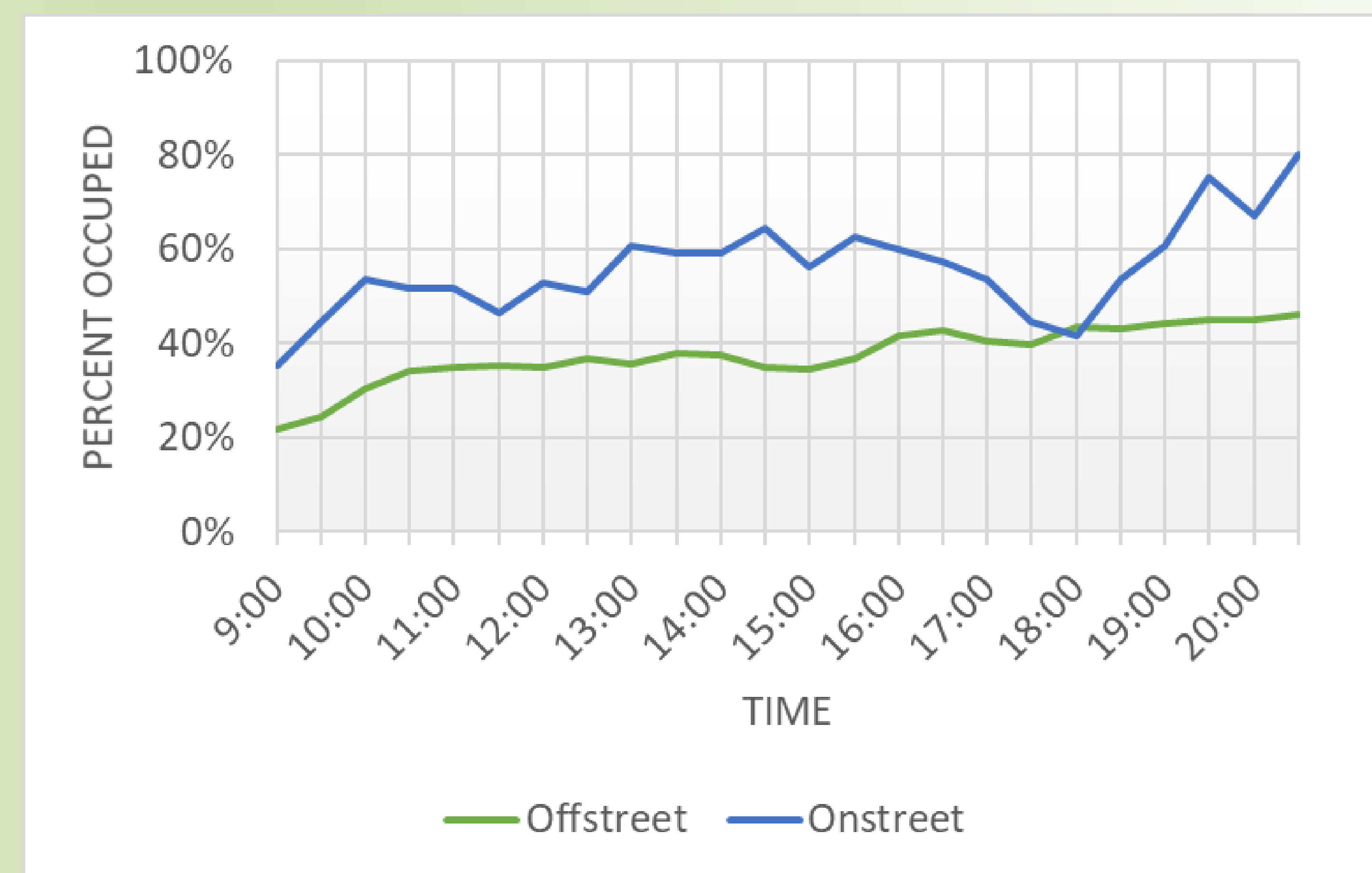
Preliminary review of area-wide **Parking Occupancy** (percentage of occupied parking spaces at any given time during the day) show:

- ❖ Reserve capacity in the existing on-street and off-street parking infrastructure, during both weekday and weekend
- ❖ Higher percentages of on-street parking spaces occupied throughout the day, than off-street parking spaces
- ❖ Weekend evening see the highest percentages of on-street and off-street parking spaces occupied

Thursday (Aug 22, 2019)



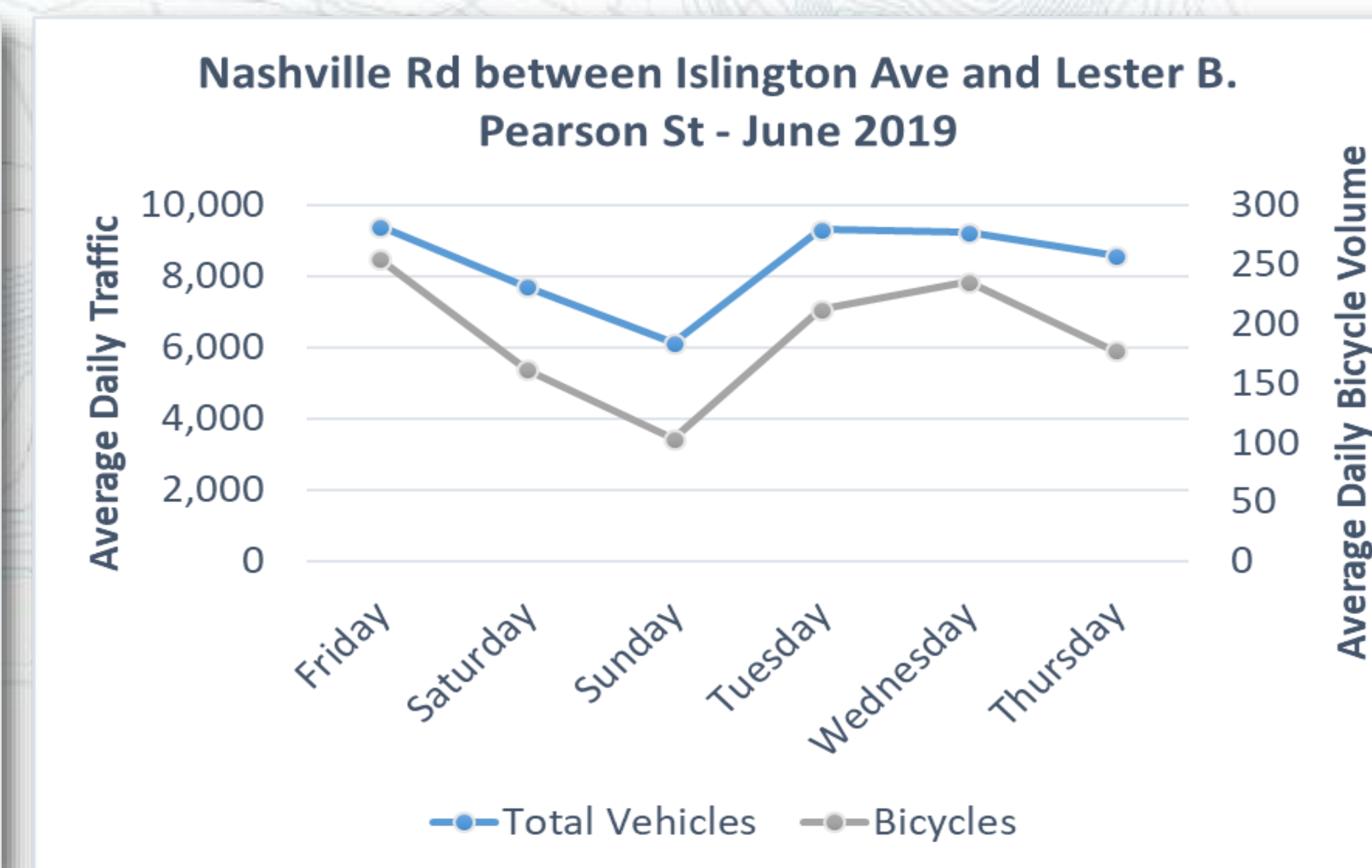
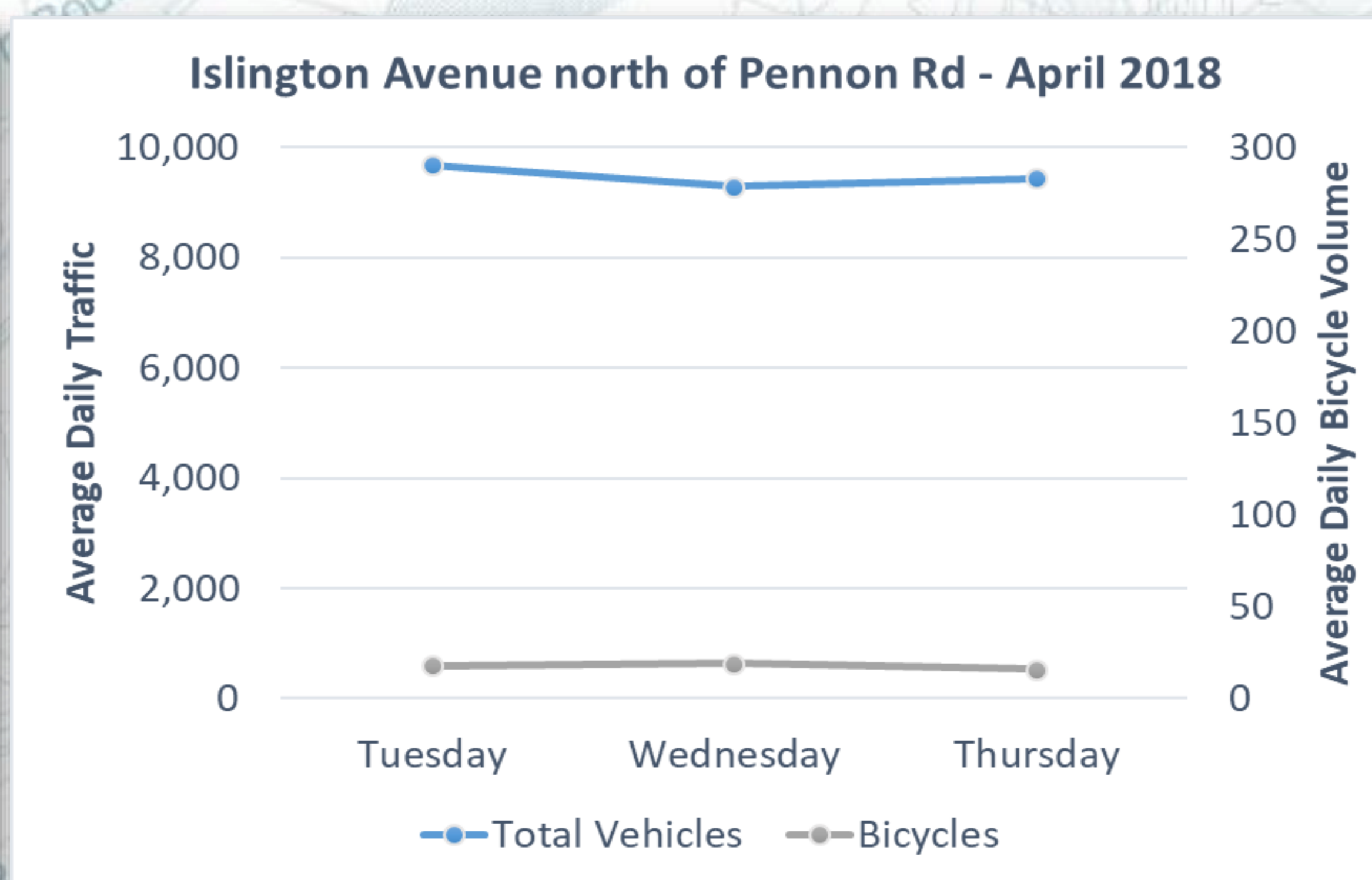
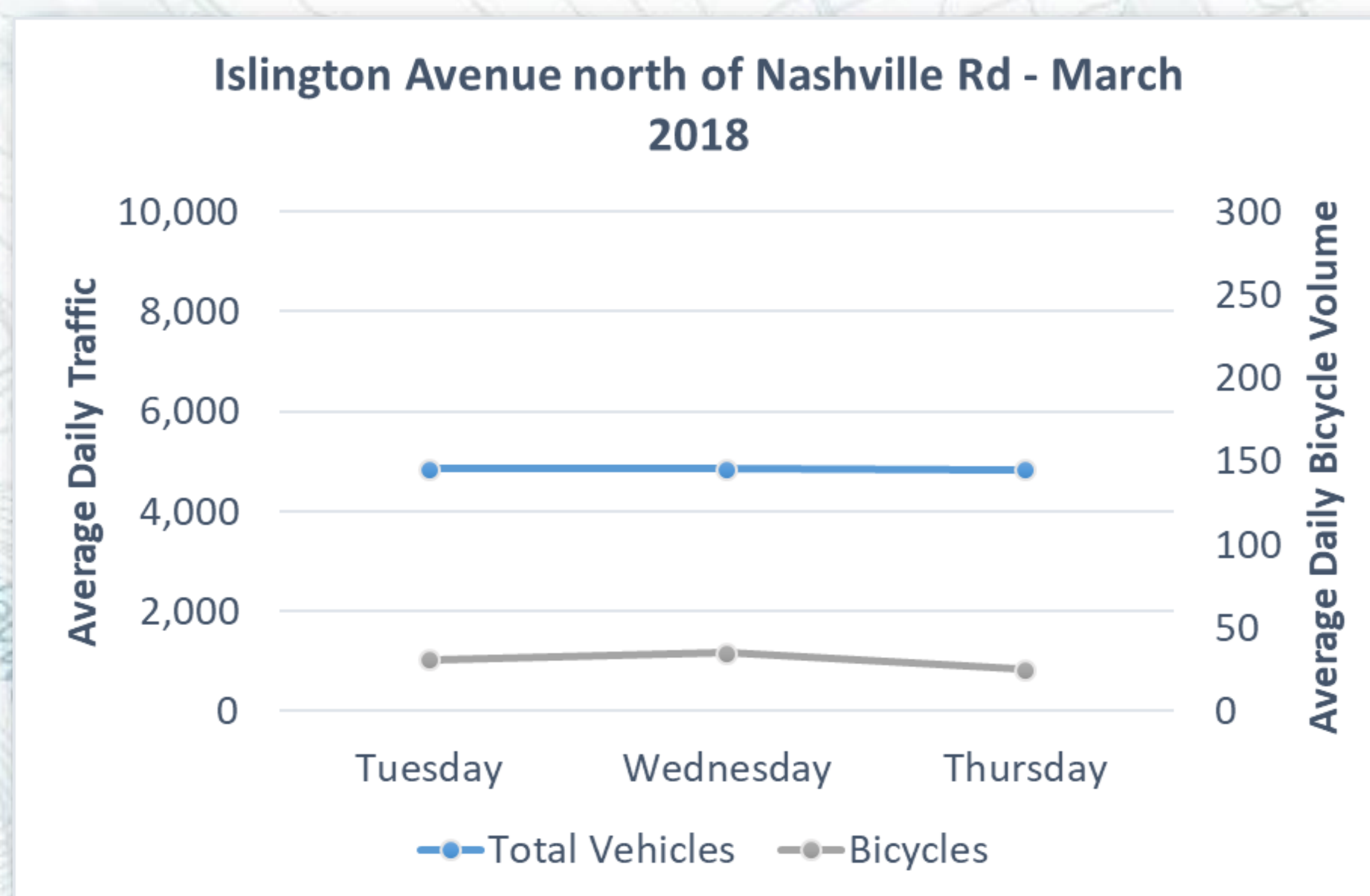
Saturday (Aug 24, 2019)



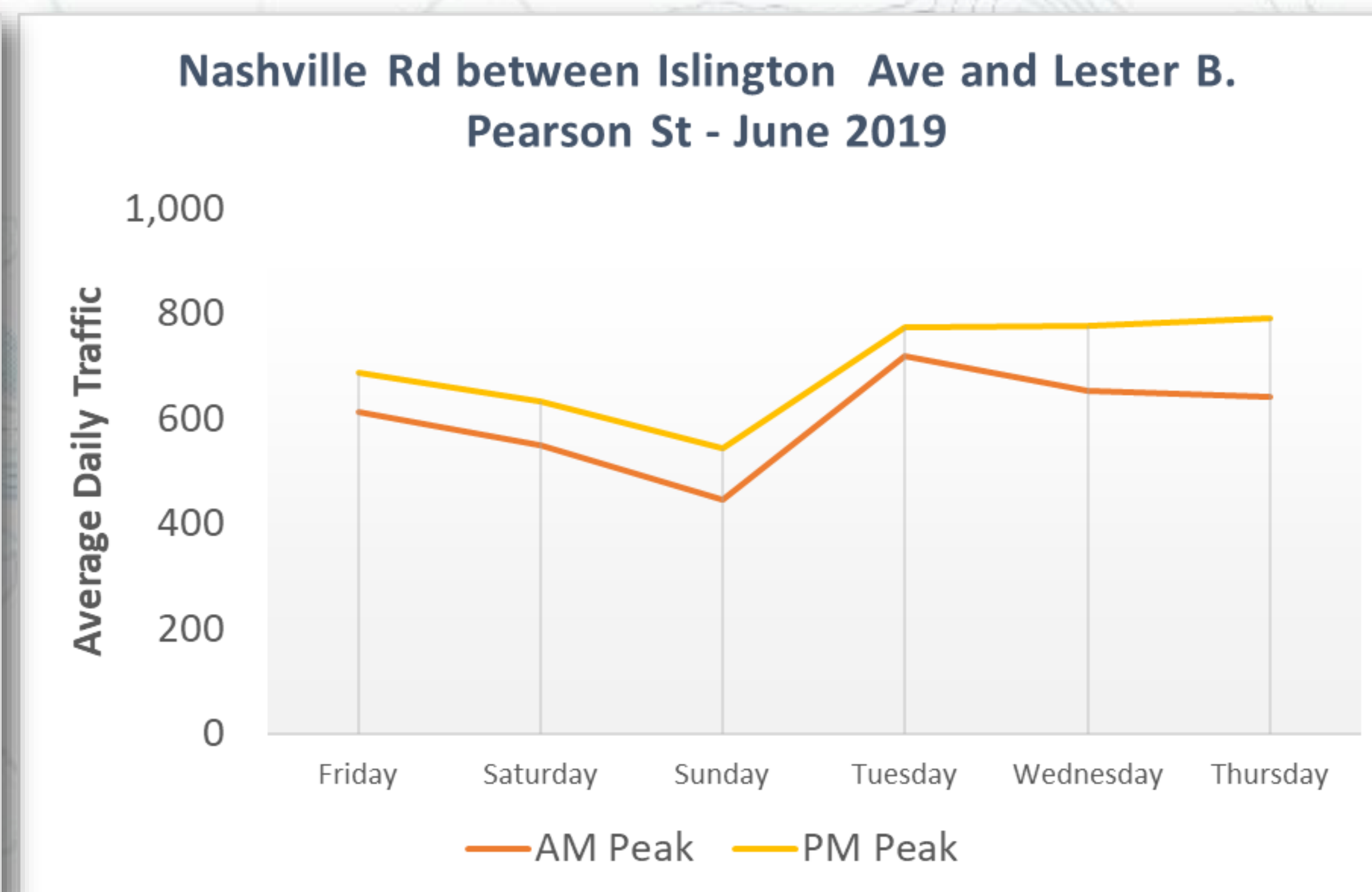
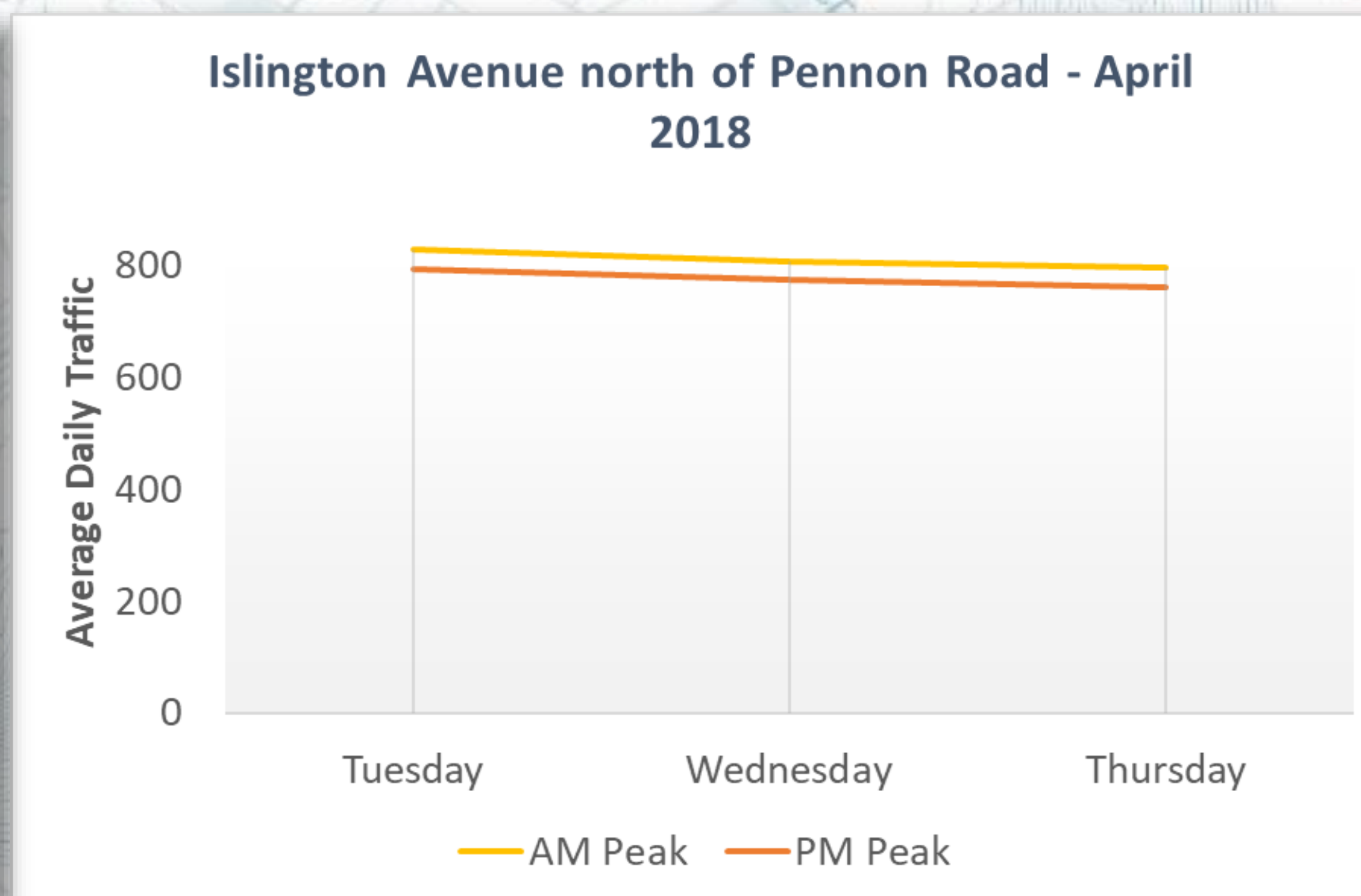
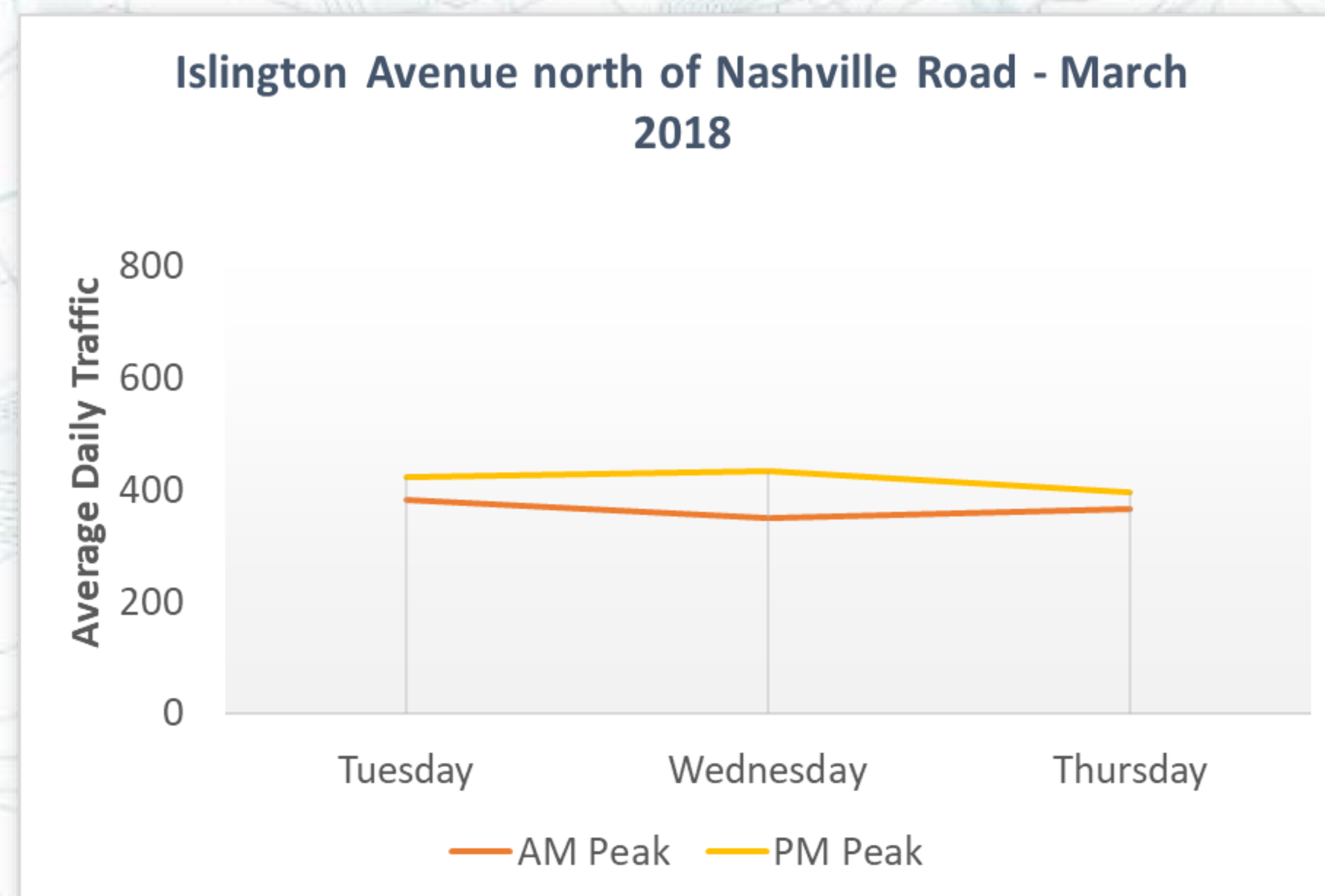
# EXISTING TRAFFIC CONDITIONS

Islington Avenue and Nashville Road within the study area are collector roads connecting to regional arterials and local streets.

## Daily Traffic and Bicycle Volumes



## Peak Hour Traffic and Bicycle Volumes





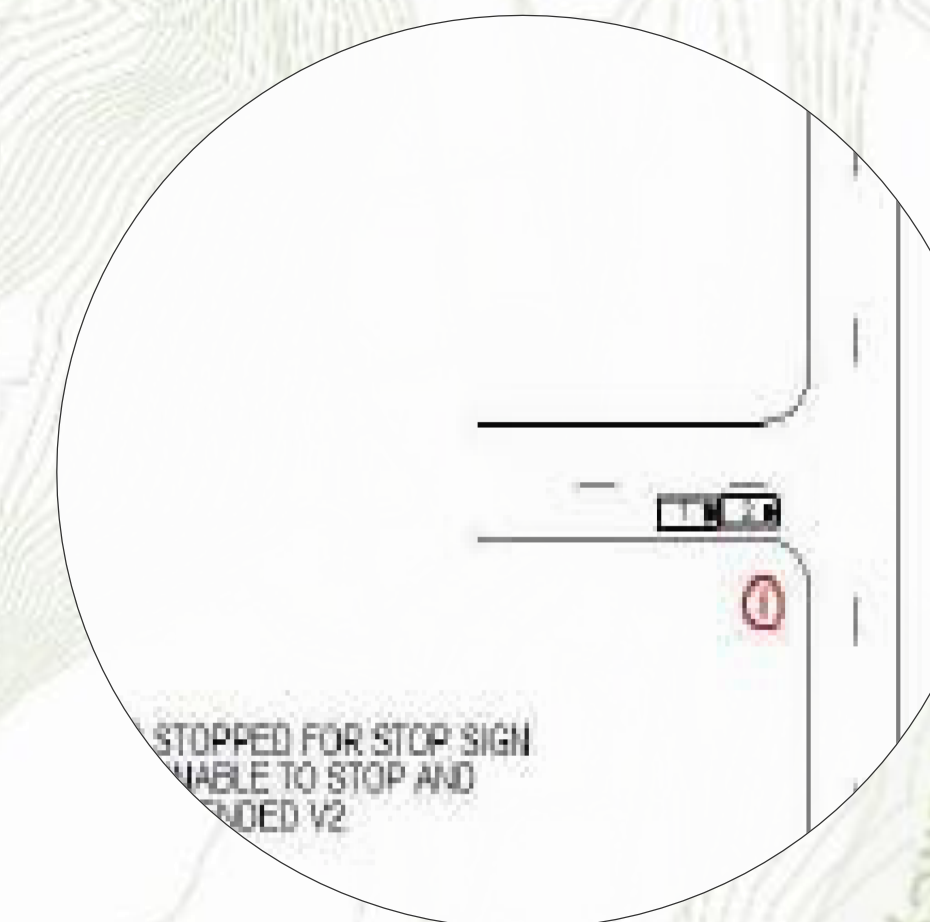
# SAFETY REVIEW

- Within the study area, 2 Property Damage Only (PDO) collisions have been reported at the intersection of Islington Avenue and Nashville Road between 2014 and 2017.



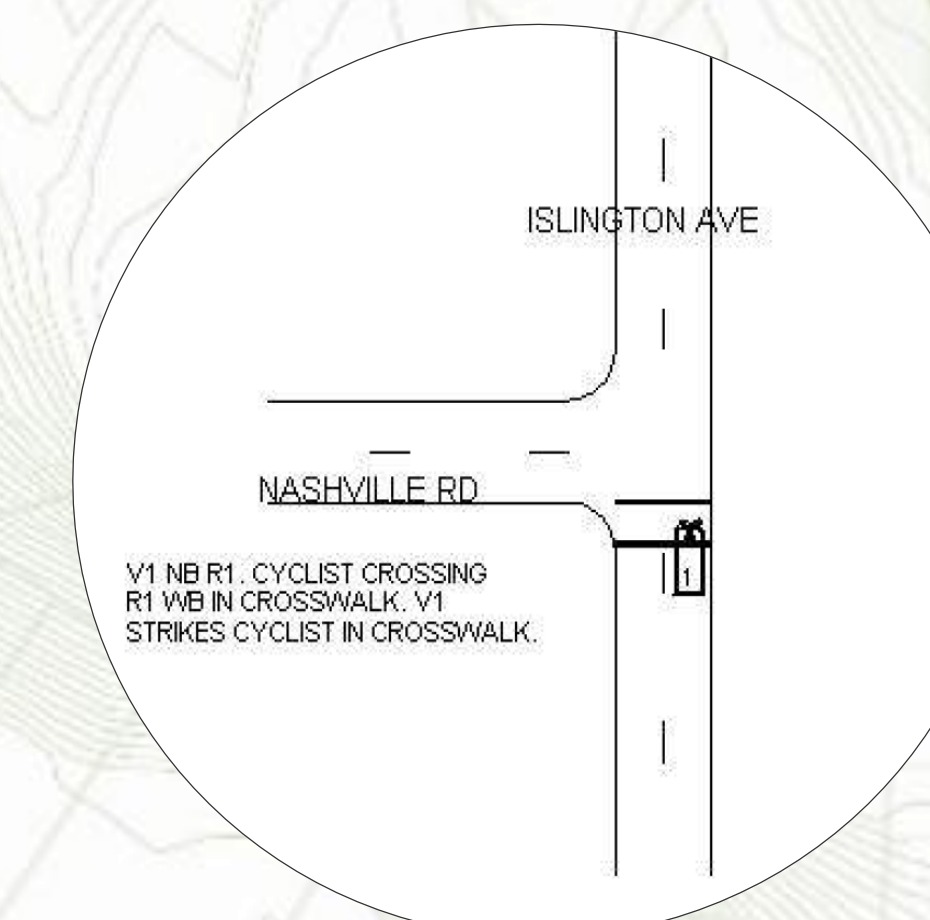
- Total daily traffic along Islington Avenue between Nashville Road and Lester B. Pearson Street is composed of up to 2.3% of cyclists, 17.0% of heavy vehicles (2 axles or more), and 74.9% of cars and trailers.
- Average speeds are reported to be 47 – 49 km/h on Islington Avenue and 41 km/h on Nashville Road. 5% of reported speeds on Islington Avenue exceed 62 km/h. Both roads have a posted speed limit of 40 km/h.

## Rear-end collision in 2014



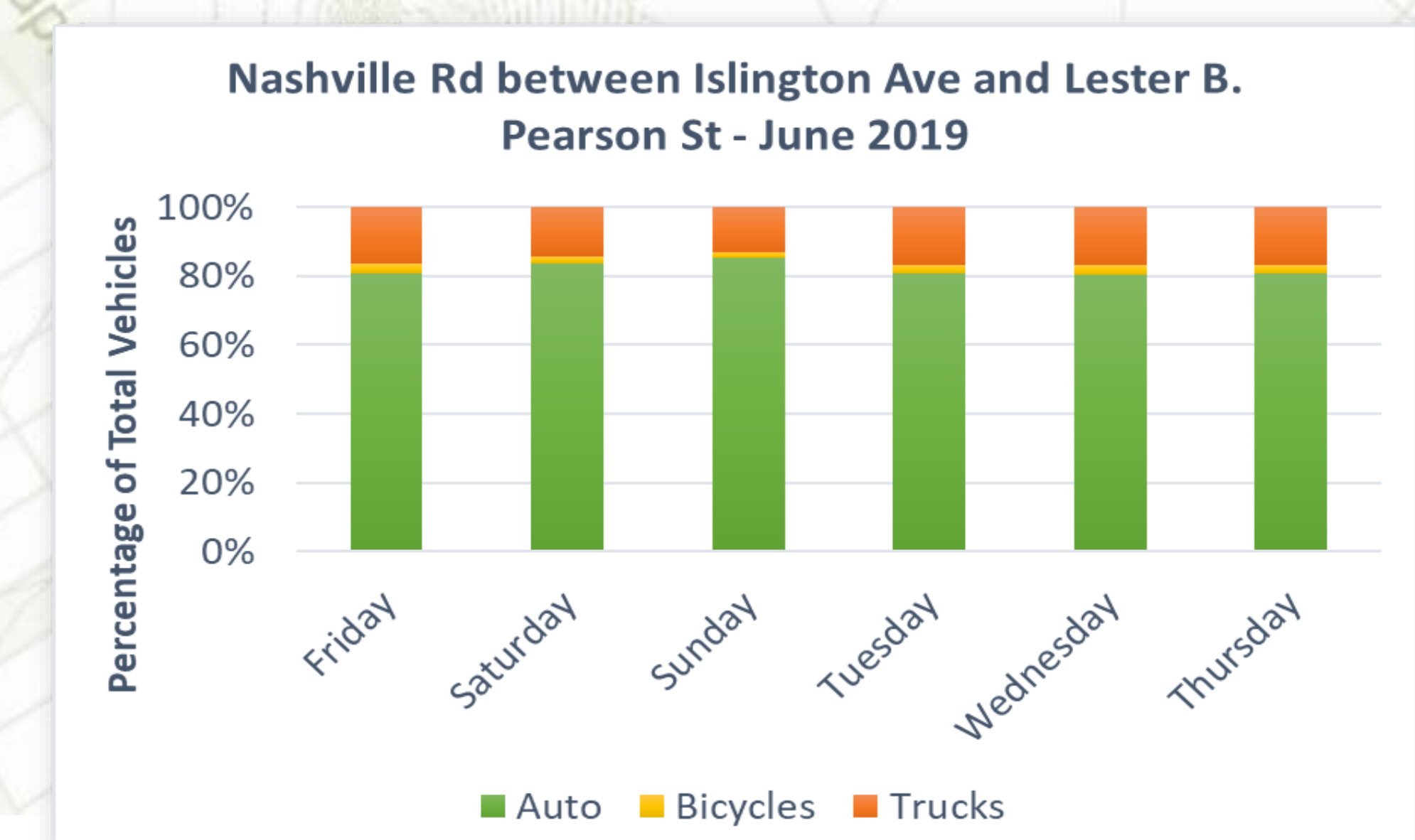
- Auto and pick-up truck involved
- Driver following too close
- Dark (5:50 PM), loose snow

## Turning movement collision in 2015



- Auto and bicycle involved
- Driver inattentive, failed to yield while turning left
- Daylight (3:25 PM), dry conditions

## Traffic Composition



# WHAT WE HAVE OBSERVED



## Parking Usage / Parking Needs

**Illegal parking** both on-street and off-street (e.g. in no-parking zones along Kellam Street, in fire zones, in front of fire hydrants, in the kill strip etc.)

**Space designations** for residential / specific commercial uses within private lots not always followed

**Customers** park at the Public Library, Kleinburg Public School, Pierre Berton Heritage Centre and Doctor's House to walk to another establishment

**Visitors** to McMichael Art Gallery sometimes park at Bindertwine park and walk through the trails to the gallery



## Parking / Traffic Interactions

Vehicles **waiting or hesitating** to turn into a parking lot impacts through-traffic on Islington Avenue

Vehicles **backing out** of parking spaces impact through-traffic on Islington Avenue



## Signage / Wayfinding

Customers **unsure** whether parking is allowed along Islington Avenue

**Difficulty in seeing** parking restrictions at night along Kellam Street



# WHAT WE HAVE OBSERVED



## Traffic Operations and Issues

**High traffic volumes** and operations at the intersection of Islington Avenue and Stegman's Mill Road between approximately 4 PM – 6PM. Northbound queues can extend to Bindertwine Boulevard.

**Queues** along Stegman's Mill Road observed to extend to Napier Street

**Heavy vehicles** on Nashville Avenue and Stegman's Mill Road (especially due to Pine Valley detours)

**Trucks** make wide turns and impact crossing traffic along Islington Avenue



## Safety

Vehicles parked on-street often **encroach** onto the pedestrian sidewalk

Enforcement is required to bring vehicles to a **complete stop** at intersection of Islington Avenue with Nashville Road



## Pedestrians / Cyclists / Scooters

**Cyclists and scooters** ride both on the road and along sidewalk as there is no dedicated infrastructure for them

**Heavy pedestrian activity** around Islington Avenue and Kellam Street (Starbucks)

**Jay-walking** occurs, especially at intersection of Islington Avenue and Kellam Street (across from the busy Cookie Crumble Café)

**Cycling groups** meet in Kleinburg, particularly on weekends

**Casual cyclists** leave bicycles leaning against the Old Confectionery Hall

# POTENTIAL OPTIONS



Manage existing on-street/off-street, public/private parking infrastructure



Review need for a parking structure



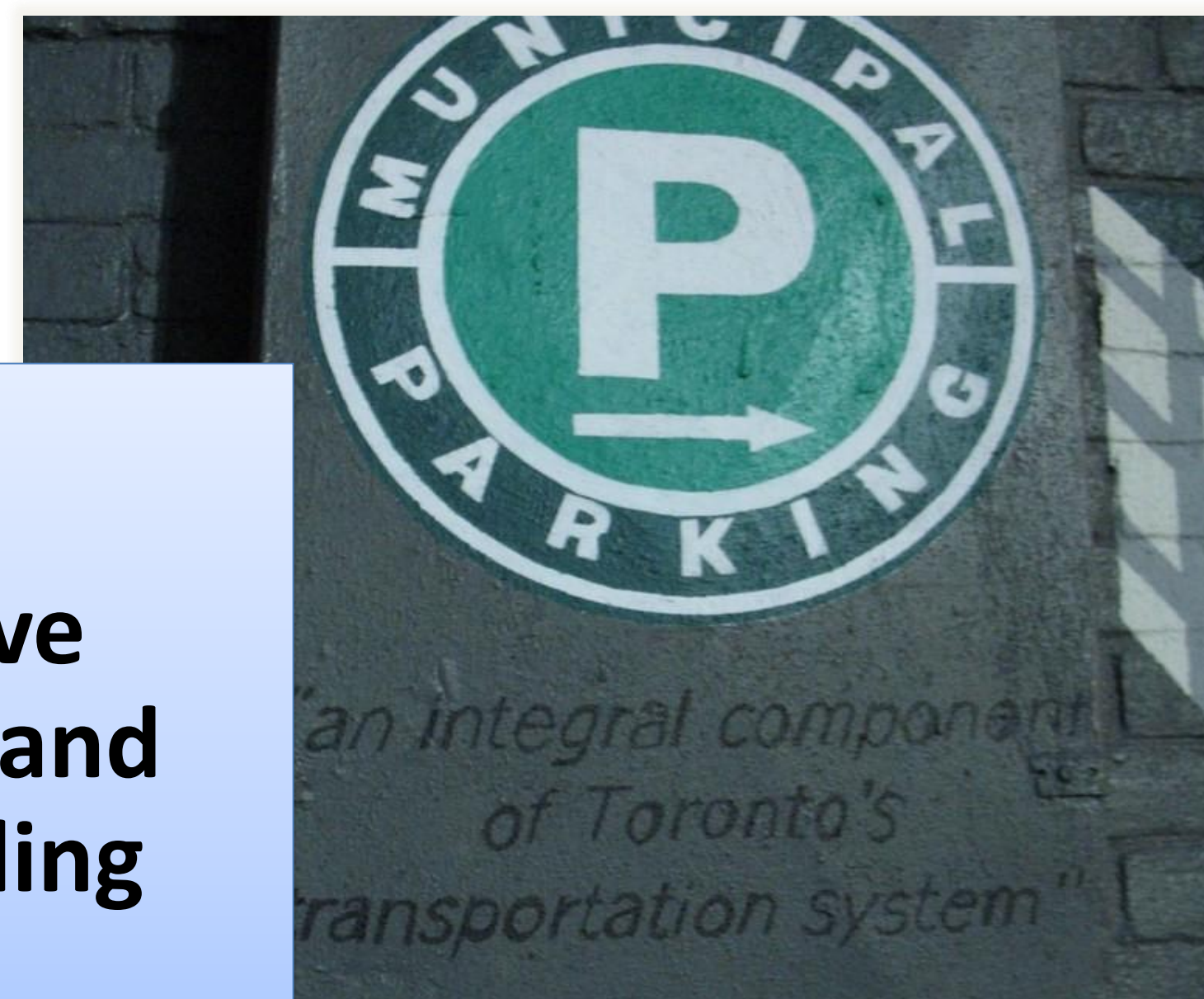
Consider bicycle parking



Improve access to Kleinburg through other modes of travel



Improve signage and wayfinding



Please head over to Interactive Table # 2 to discuss these and other potential options for Kleinburg, and provide your thoughts, ideas and priorities to the project team.

# PARKING NEEDS CONSULTATION

Help identify parking issues, needs, and opportunities by:

- Participating at **interactive tables** during this Public Information and Feedback Session
- Filling out a **comment form**
- Completing the **Online Survey # 1** at:  
<https://www.surveymonkey.com/r/KleinburgParking1>



- This is one of two online surveys for the study
- Online Survey # 1 requests the community to provide feedback about existing conditions and parking issues in Kleinburg
- This survey will be open until mid-October 2019 and takes about 15 minutes of your time to complete

- Participating in the upcoming **pedestrian intercept survey** in Kleinburg (Sep – Oct 2019)
- Visiting the **project website** to review study updates and provide feedback: <http://vaughan.ca/Kleinburgparking>



# NEXT STEPS AND STUDY CONTACT

- Following this Public Information and Feedback Session, the project team will:

## **Complete** data collection and analysis

- Fall parking surveys: Thursday, October 24 and Saturday, October 26, 2019
- Special event parking survey: November 2019

## **Collect** Online Survey #1 responses from September to October 2019

## **Project** future parking demands

## **Develop** and **evaluate** parking management strategies



- Please provide your contact information on the sign-in sheet for study updates or check the project website.
- Please talk with project team members during this Public Information and Feedback Session or direct any comments or questions to:

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