

## AIMM Exercise: Parking Options

### OPTION: **No Parking**

<b>Advantages</b>
(What do you like about the option — what are its strengths, advantages...what's good about it...what makes it desirable, what benefits might it produce, etc.?)
<ul style="list-style-type: none"> <li>• Nice, clean design/well laid-out.</li> <li>• Get to keep trees (none lost on south side).</li> <li>• Nice boulevard treatments.</li> <li>• Creates a safer environment compared to what exists today (for cyclists; for residents; for drivers) — helps reduce vehicle speeds.</li> <li>• There is no parking! (Which is a good thing.)</li> </ul>

<b>Impediments</b>	<b>Mitigation</b>
(What are the weaknesses/disadvantages of the option...things that don't make sense to you or that are potentially problematic...what are the potential flaws, etc.?)	(How can the impediments, concerns or objections be addressed — how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)
<ul style="list-style-type: none"> <li>• There is no parking (some is needed!).</li> <li>• The wide-open space (with no parking on either side) could encourage even more speeding through the area.</li> <li>• Driveway ingress and egress could become even more difficult.</li> <li>• It may appear to drivers that the lane/roadway is much wider than it actually is (which will encourage speeding) — people won't respect the curb lip.</li> </ul>	<ul style="list-style-type: none"> <li>• Could the sidewalks be moved back?</li> <li>• Could additional islands be used to further slow the traffic down?</li> <li>• Consider other traffic calming measures.</li> <li>• Also look at better enforcement of speeds, especially where drivers come down the hill.</li> <li>• Does Snyder's Road need to remain a regional road? If it weren't, could speed bumps be considered?</li> <li>• Need to address the speed issue</li> </ul>

<b>Maybes</b>
(What, if any, are the uncertainties related to the option? What key questions do you have about it? What are the major unknowns?)
<ul style="list-style-type: none"> <li>• How many people will actually use the cycle lanes — what's the track record in practice? (We don't see many cyclists using the road today.)</li> <li>• What are the statistics re: preventing vehicles from going over the curb and hitting the cyclists (what is the experience elsewhere)?</li> <li>• Is there a By-law about kids riding on sidewalks?</li> <li>• Where do skate boarders go/ride? Will they ride on the cycle lane?</li> <li>• What is the size of the Region's right of way in this area of road?</li> </ul>

**OPTION: Moderate Parking**

**Advantages**

(What do you like about the option — what are its strengths, advantages...what's good about it...what makes it desirable, what benefits might it produce, etc.?)

- Provides more parking for residents (20 spots more than the 'no parking' option).
- Get to keep most trees.
- Still have boulevards.
- Nice design — good use of space.
- A good balance, reasonable compromise.

**Impediments**

(What are the weaknesses/disadvantages of the option...things that don't make sense to you or that are potentially problematic...what are the potential flaws, etc.?)

- Potential safety implications for cyclists given the parked cars — when drivers' don't pay attention (opening doors or pulling out).
- Still not enough parking — there will be even less parking with coming new developments.
- Does not really address the speed problem.

**Mitigation**

(How can the impediments, concerns or objections be addressed — how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)

- Add additional parking on the north side near the cemetery and in front of the Wescap development.
- Add one or two car parking spots in selected locations.
- Consider using parking in the ballpark area.
- Add more islands in other places.
- Consider bus stop locations (GRT and school bus stops) and integrate them into the planning.

**Maybes**

(What, if any, are the uncertainties related to the option?  
What key questions do you have about it? What are the major unknowns?)

- Who plows the snow? Where will it be stored? The region (or the Township) should have to clear the sidewalks as well.
- How well does the plowing work on Manitou and Glasgow (similar type designed streets)?
- To what degree do the proposed parking spots reflect findings from previous parking studies?
- Need to consider 'special events' as also including family/cultural/etc. 'get togethers' that may include many guests/visitors — and availability of parking for them.

## OPTION: **All Parking**

### **Advantages**

(What do you like about the option — what are its strengths, advantages...what's good about it...what makes it desirable, what benefits might it produce, etc.?)

- Get most of the parking spots back.
- Cyclists still get their lanes.
- Win-win (cyclists get their lanes; residents keep most of their parking).

### **Impediments**

(What are the weaknesses/disadvantages of the option...things that don't make sense to you or that are potentially problematic...what are the potential flaws, etc.?)

- The most costly option (though the precise amount is not yet known).
- Lose more/a lot of trees.
- Provides for more parking than is really needed.
- It could be the most dangerous option — given that there is no separation between the vehicles and the sidewalk along the 58 spots of parking.
- Might encourage poor 'poop and scoop' activity.
- Leaves little room for placement of garbage for pick-up.
- Impact on garbage trucks/garbage pick-up.

### **Mitigation**

(How can the impediments, concerns or objections be addressed — how can perceived weaknesses/disadvantages or flaws be mitigated, reduced or eliminated?)

- Can replant/replace trees (though property availability is tight).
- Will need effective snow removal.
- Look at adding more islands in selected locations (e.g. near a school bus stop).

### **Maybes**

(What, if any, are the uncertainties related to the option?  
What key questions do you have about it? What are the major unknowns?)

- Rather than going with the 'All Parking' option, could we add a few parking spots to the 'Moderate Parking' option — and make that work? Consider options beyond where there are just three spots in a row.
- How will snow storage and removal be handled? (Need effective snow removal.)
- Is the expense of smaller snow removal tractors/machines worth it?
- What is the difference in price between the three options?
- Is the team aware of and taking into account gas line placement? Need to be mindful of gas lines/utilities in the corridor.
- Is there any provision for community access buses to pick-up/drop-off people with disabilities?
- Has EMS/fire department access and movements been taken into account? Which option is better for this?

### **Key Questions/Comments (following the project overview):**

- Has the Region completed a survey on current cycle use of the road?
- Speeding in the area is terrible — and nothing has been done to address it despite numerous requests for action. No one stops at the stop signs. There is tailgating and illegal passing. Need better policing and enforcement.
- Where else is there a comparable road and cycle lane combination in the Region? And what has the experience been there?
- Why is a raised curb being proposed?
- Who is responsible for maintenance of the facility and snow removal?
- Where will the snow be placed/stored and how will it be removed?

### **Other:**

- Check the impact on traffic and speeds at Davenport in Waterloo.
- Has the region considered more three-way or four-way stop signs?
- [Note: There was general, but not consensus support, for the Moderate Parking option — albeit with extra spaces added in selected/strategic locations. This was typically viewed as a reasonable and balanced solution for the area.]

### **Next Steps:**

- Review and consider the input from this meeting (which is much valued and appreciated).
- Consider implications for revisions to the parking design and selection of a preferred approach.
- Hold another PCC in the Fall, at which the recommended approach would be shown.
- Consider feedback from that PCC.
- Seek Regional Council approval for the recommended approach sometime in the Winter.
- Construction to occur sometime post-2018.