

Report to Community Services Committee

TO: COMMUNITY SERVICES COMMITTEE

SUBJECT: PARKING INVESTIGATION ON WORSLEY STREET

WARD: 2

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CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD
CHIEF ADMINISTRATIVE OFFICER

DATE: MAY 10TH, 2017

RECOMMENDED MOTION

1. That the current on-street paid parking stalls remain on both sides of Worsley Street between Owen Street and Mulcaster Street.

PURPOSE & BACKGROUND

2. Staff have received a request to investigate the feasibility of removing on-street paid parking stalls on Worsley Street between Owen Street and Mulcaster Street. The concern cited issues regarding on-street paid parking stalls being within very close proximity to both commercial and residential driveways.
3. Worsley Street between Owen Street and Mulcaster Street is a local roadway with sidewalks on both sides, and a daily vehicle volume of approximately 2,000 vehicles per day.
4. Currently there are on-street paid parking stalls which are enforced Monday to Friday 9:00 A.M. to 5:00 P.M. along both sides of Worsley Street between Owen Street and Mulcaster Street Refer to Appendix "A".
5. On-street parking is prohibited from December 1 to March 31, between 12:01 midnight and 7:00 a.m. for the purpose of snow clearing.

ANALYSIS

6. A parking questionnaire was prepared and mailed to 8 property owners on Worsley Street between Owen Street and Mulcaster Street. The questionnaire solicited the property owners to provide their views and concerns' regarding the impact on-street paid parking has on their driveway with respect to the operation and safety.

Report to Community Services Committee

7. Three (3) responses were received and had the following concerns:
 - i) Pedestrians have difficulty crossing Worsley Street due to the speed of vehicles;
 - ii) On-street paid parking stalls directly adjacent to Worsley Street at Mulcaster Street cause operational and safety concerns for vehicles turning to and from Mulcaster Street;
 - iii) On-street paid parking stalls are located within close proximity to commercial and residential driveways creating sight line obstructions; and
 - iv) Vehicles are parking for long duration and are not consistent with a two (2) hour parking limit that is enforced in the Downtown Business Improvement Area.
8. Staff conducted a traffic study to determine the 85th percentile speed, which is the speed at which 85 percent of vehicles travel at or below. The 85th percentile of Worsley Street was 46 km/h, which means the majority of the vehicles are travelling below the posted speed limit.
9. Staff reviewed the midblock collision history of Worsley Street between Owen Street and Mulcaster Street and did not find any reported collisions.
10. A collision review at the intersection of Worsley Street and Mulcaster Street found five (5) collisions had occurred between 2010 to present involving Worsley Street vehicles failing to yield right of way to vehicles on Mulcaster Street. No collisions at the intersection of Worsley Street and Mulcaster Street have been caused by vehicles parked on Worsley Street.
11. Staff reviewed the collision history from 2004 to present for roadways throughout the downtown core with similar on-street paid parking stalls within close proximity to residential and commercial driveways. As a result of this review staff found four (4) collisions involving vehicles parked within the on-street paid parking stalls obstructing sight lines. These collisions occurred in 2012, 2013, 2015, and 2016.
12. Based on the low number of collisions and the time frame of when the collisions occurred staff did not identify any trends involving on-street paid parking obstructing sight lines causing collisions.
13. Staff reviewed on-street paid parking within the downtown core and determined there are approximately 80 parking stalls that are located within close proximity to both commercial and residential driveways. These on-street parking stalls do provide a painted offset from all driveways to provide separation from parked vehicles and vehicles entering and exiting from the driveways. Please refer the Appendix "B" for the identified parking stalls.
14. The general provision within Traffic By-law 80-138 which prohibits vehicles from parking within 1.5 metres of a driveway does not apply to painted on-street parking stalls. As these parking stalls are defined and the vehicle must be within the limits of painted parking stall or a ticket will be issued.
15. The Transportation Association of Canada Geometric Design Guide for Canadian Roads identified the recommended sight lines for a roadway with an operating speed of 40-50km/h is 45 metres to 65 metres.

Report to Community Services Committee

16. Staff reviewed the sight lines when encroaching into Worsley Street between Mulcaster Street and Owen Street from behind the active travel lane. Please refer to Appendix “C”. The sites lines are as follows:
 - i) Sight lines looking East from encroaching into the roadway – 50 metres; and
 - ii) Sight lines looking West from encroaching into the roadway – 60 metres.
17. Worsley Street has a low operating speed, traffic volume, and no history of collisions staff do not have any concerns regarding the sight lines as vehicles can safely encroach into the roadway from behind the active travel lane and are able to have reasonable sight lines.
18. Staff reviewed the feasibility of implementing a two (2) hour parking limit on Worsley Street between Owen Street and Mulcaster Street, and do not recommend this as Worsley Street is located outside the identified Business Improvement Area (BIA) and the current on-street paid parking facilitates long duration parking for patrons conducting business and/or services for area businesses, City Hall, and the court house. Please refer to Appendix “D” for the BIA location.
19. As Worsley Street is a local roadway with low operating speed, traffic volume, and no history of collisions staff recommend that the current on-street paid parking be maintained on Worsley Street between Owen Street and Mulcaster Street.
20. Barrie Police Service and Barrie Fire and Emergency Service do not oppose the recommended motion.

ENVIRONMENTAL MATTERS

21. There are no environmental matters related to the recommendation.

ALTERNATIVES

22. There is one alternative available for consideration by Community Service Committee:

Alternative #1

Community Service Committee could remove on-street paid parking stalls on Worsley Street between Owen Street and Mulcaster Street.

This alternative is not recommended as Worsley Street is a local roadway with low operating speed, traffic volume, and no history of collisions. Also, the current on-street paid parking stalls provide a painted offset from all driveways to provide separation from parked vehicles and vehicles ingress/egress from the driveways.

FINANCIAL

23. There are no financial matters related to the recommendation.

LINKAGE TO COUNCIL STRATEGIC PRIORITIES

24. The recommendations included in this Staff Report are related to well-planned transportation to improve roadway safety as identified in the 2014-2018 Strategic Plan.

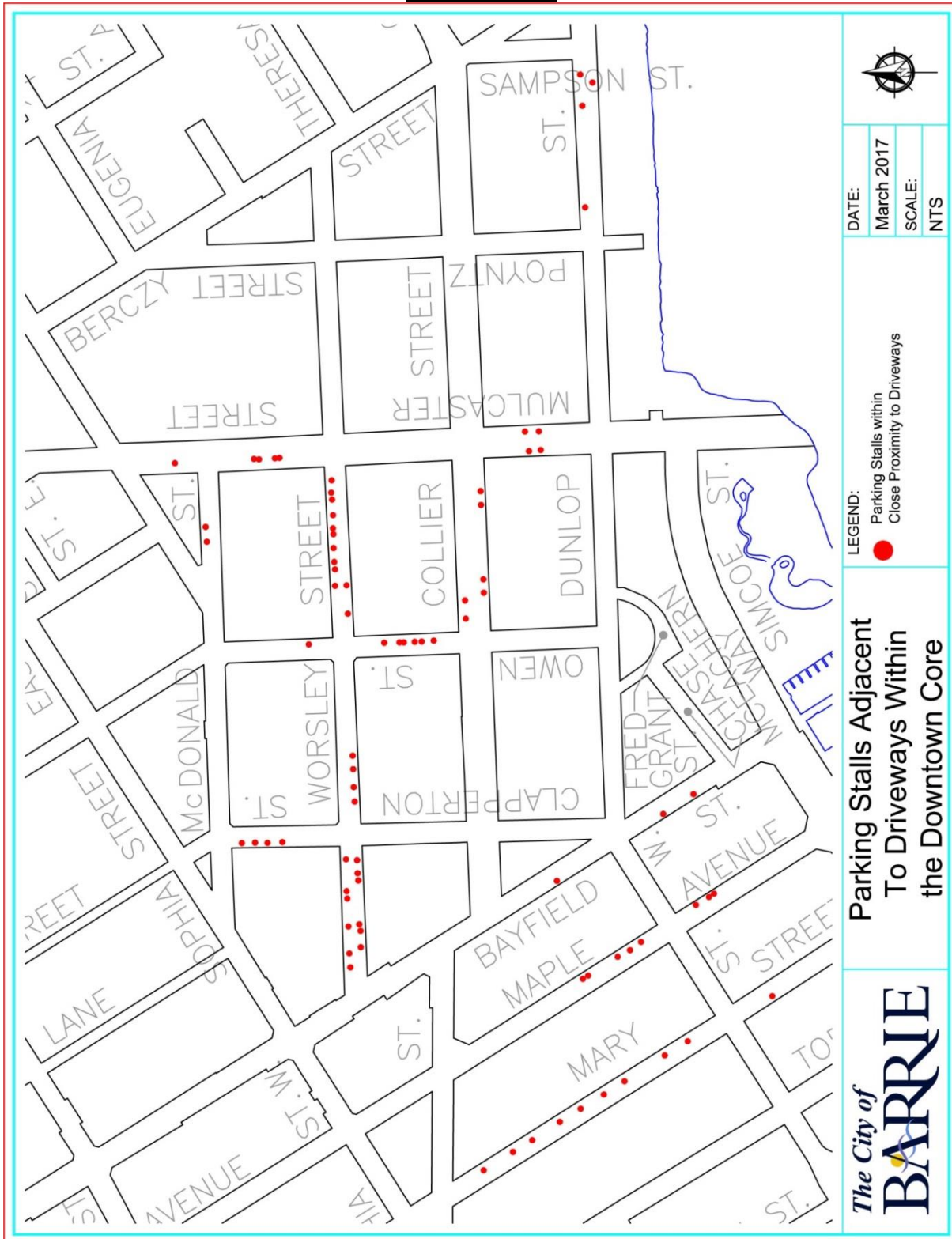
Report to Community Services Committee

APPENDIX "A"



Report to Community Services Committee

APPENDIX "B"



Report to Community Services Committee

APPENDIX "C"



Report to Community Services Committee

APPENDIX "D"

