Date March 19, 2019

To Chair and Members
Committee of the Whole – Operations and Administration

From E. (Beth) Goodger, General Manager
Public Works Commission

1.0 Type of Report

Consent Item [ ]
Item For Consideration [X]

2.0 Topic Barry Drive and Dale Street – Parking Control
[Financial Impact – None]

3.0 Recommendation

A. THAT “No Parking, Anytime” BE BY-LAWED on the west side of Barry Drive from Bell Lane to the northerly end of Barry Drive, and

B. THAT “No Parking, Anytime” BE BY-LAWED on the north side of Dale Street from Barry Drive to Mount Pleasant Street, and


4.0 Purpose and Overview

To restrict parking on the west side of Barry Drive and the north side of Dale Street to maintain minimum widths required for two-way traffic, street maintenance, emergency operations, and driveway access.
The recommended changes will be implemented once the road and watermain reconstruction project on Barry Drive and Dale Street is completed by end of July 2019, weather permitting.

5.0 Background

Road and watermain reconstruction is planned to start in April 2019 on Barry Drive and Dale Street where various infrastructure within the two roads would be replaced. The road design was reviewed as part of the reconstruction project. It was determined that on-street parking regulations on both streets require an amendment to meet the current standards for two-way traffic, street maintenance, emergency operations, and driveway access.

6.0 Corporate Policy Context

The following long term desired outcome from the Strategic Plan is addressed with the recommendation:

Brantford will be supported by well-developed and maintained transportation and servicing infrastructure.

7.0 Input From Other Sources

A letter dated January 8, 2019, was delivered to the twenty-three (23) homes that are located on both sides of Barry Drive and Dale Street. The letter, attached in Appendix “B”, outlined the proposed parking restriction to maintain minimum widths for two-way traffic, street maintenance, emergency operations, and driveway access. No response to the letter was received.

8.0 Analysis

Barry Drive and Dale Street are both 8.1 metres wide with parking permitted on both sides of the street for most of the year. Alternate side of street parking is by-lawed from December 1st to March 31st on both Barry Drive and Dale Street. An assessment of the street confirmed that the current dimensions on Barry Drive and Dale Street do not meet current engineering standards for parking on both sides of the street.

When vehicles are parked on both sides of the streets, there is insufficient width to accommodate two-way traffic, street maintenance, emergency operations, or driveway access. This could be exacerbated by weather events, causing the streets to become impassible.
In summary, when vehicles park on both sides of Barry Drive and Dale Street:
  • emergency operations would be restricted;
  • inadequate width would create conditions prone to head-on collisions which tend to be the most severe of all collision types;
  • maintenance vehicles would have more difficulty servicing the street, resulting in further blockage of the road or flooding when storm drains are not cleared;
  • turning movements into and out of driveways may be blocked

When on-street parking is permitted on alternate sides, as currently by-lawed during winter months, snow or ice build-up could be left over whenever parking switches side in the middle of the month. A typical example of this condition is shown in Figure 1. Additional costs would be incurred when a plow has to return after the parking switchover date and remove compacted snow or ice that cannot be cleared effectively. Furthermore, parking violations also occur frequently from alternate side of street parking due to confusion on time or date when parking restriction changes to the opposite side of the road. This can cause unnecessary aggravation when residents forget a date and receive a parking ticket. Lastly, alternate side of street parking would also preclude any possibility of painting lines on the road whenever they are needed to mark centerline, parking spaces, or traffic calming measures.

Figure 2 illustrates the proposed “No Parking” zones on Barry Drive and Dale Street.
Figure 1 – Typical Road Maintenance Challenges from Alternate Side Parking
Figure 2 - Barry Drive and Dale Street – Parking Control
9.0 Financial Implications

The estimated cost to install the “No Parking” signs on Barry Drive and Dale Street is $800.

Funding for this work will be provided from the Barry Drive and Dale Street capital account (WD1709).

10.0 Conclusion

The proposed on-street parking plan would provide an optimal number of on-street parking spaces while ensuring current engineering standards are met for two-way traffic, street maintenance, emergency operations, and driveway access.

R. Loukes, P.Eng.
Director, Engineering Services

E. (Beth) Goodger
General Manager,
Public Works Commission

T. Ku, P.Eng., PTOE
Manager, Transportation Services

Attachments:
Appendix A – By-law Amendment – Barry Drive and Dale Street – Parking Control
Appendix B – Barry Drive and Dale Street residents letter

In adopting this report, is a by-law or agreement required? If so, it should be referenced in the recommendation section.

By-law required [X] yes [ ] no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk [ ] yes [X] no

Is the necessary by-law or agreement being sent concurrently to Council? [X] yes [ ] no
APPENDIX “A”

A. Barry Drive and Dale Street – Parking Control

a) RECOMMEND that Schedule “14” of Parking By-law 144-88 which pertains to “Alternate Side of Street Parking” BE REPEALED as follows:

<table>
<thead>
<tr>
<th>NAME OF STREET</th>
<th>LOCATION</th>
<th>LOCATION WHERE PARKING IS PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barry Drive</td>
<td>From Bell Lane to end of street</td>
<td>No parking from 12 noon, 1st day of each month until 9 pm, 15th day of each month, everyday, December 1st through March 15</td>
</tr>
<tr>
<td>Dale Street</td>
<td>From Mt. Pleasant Street to Barry Drive</td>
<td>No parking from 12 noon, 16th day of each month until 9 pm, last day of each month, everyday, December 16th through March 31</td>
</tr>
</tbody>
</table>

b) RECOMMEND that Schedule “7” of Parking By-law 144-88 which pertains to “Parking Prohibited at Anytime” BE AMENDED to provide the following:

<table>
<thead>
<tr>
<th>NAME OF STREET</th>
<th>SIDE OF STREET</th>
<th>LOCATION WHERE PARKING IS PROHIBITED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barry Drive</td>
<td>West</td>
<td>From Bell Lane to the northerly end of Barry Drive.</td>
</tr>
<tr>
<td>Dale Street</td>
<td>North</td>
<td>From Barry Drive to Mt. Pleasant Street</td>
</tr>
</tbody>
</table>
APPENDIX “B”

Barry Drive (Bell Lane to end of street) and Dale Street (Barry Drive to Mount Pleasant Street) Proposed Parking Control Changes

Dear Residents:

As part of the planned construction on Barry Drive and Dale Street, an amendment of on-street parking regulations will be required to maintain minimum widths for two-way traffic, street maintenance, emergency operations, and driveway access. A diagram showing the proposed amendment is provided on the reverse side of this letter.

The proposed on-street parking plan would permit parking on the east (even number) side of Barry Drive and restrict parking on the west (odd number) side. For Dale Street, parking would be permitted on the south (even number) side and restricted on the north (odd number) side. If approved, it is expected to improve overall safety of the neighbourhood and save tax dollars through maintenance efficiencies.

Your input is important. Should you have any questions or comments regarding the proposed changes, please contact Rob Smith, C.E.T., Transportation Technologist directly at 519-759-4150 Ext. 5683 or E-mail at rsmith@brantford.ca before Friday, February 1, 2019.

Yours truly,

Ting Ku, P. Eng., PTOE
Manager, Transportation Services
cc: Councillor R. Weaver
    Councillor J. Vanderstelt
    W. Teufel, Manager of Design and Construction
    J. Clarke, Design Technologist
    R. Loukes, P. Eng., Director of Engineering Services
    E. (Beth) Goodger, General Manager, Public Works Commission