Date            March 19, 2019                                                 Report No. 2019-140

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

First Avenue – Parking Control [Financial Impact – None]

3.0               Recommendation

A. THAT Report 2019-140 Traffic Report – First Avenue Parking Control BE RECEIVED; and

B. THAT Option 1 being “No Parking” BE BY-LAWED on the west side of First Avenue from Colborne Street to Wellington Street BE APPROVED; and

C. THAT Schedule “7” regarding “Parking Prohibited at Anytime” and Schedule “14” regarding “Alternate Side of Street Parking” of Parking By-law 144-88 BE AMENDED as outlined in Appendix “B” of Report No. 2019-140 dated March 19, 2019; and

D. THAT any corresponding by-law amendments BE PREPARED for Council’s approval.
4.0 Purpose and Overview

To amend parking regulations on First Avenue from Colborne Street to Wellington Street in response to a resident’s concern. Two parking options were analyzed based on all the considerations. To address the main concerns, staff recommend Option 1, “No Parking” on the west side of First Avenue from Colborne Street to Wellington Street.

Alternate side of street parking December 1 to March 31 is currently by-lawed on First Avenue. There are no signs on First Avenue displaying this by-lawed parking restriction and as a result vehicles are parking on both sides of First Avenue throughout the year. Both options require repealing the existing by-law of alternate side of street parking from December to March.

5.0 Background

Staff was contacted by a resident to consider “No Parking” on one side of First Avenue from Colborne Street to Wellington Street to improve street maintenance.

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 as shown in Appendix “A”, was delivered to the twelve (12) properties on both sides of First Avenue between Colborne Street and Wellington Street. The letter outlined the proposed parking control change on First Avenue. Responses from seven (7) households were received with one (1) in support of the proposed parking restriction and six (6) opposed.

The one (1) resident in support of the proposed parking restriction indicated that on-street parking on both sides of the road makes it very difficult to drive down the street, especially for larger vehicles. Snow removal is also difficult or impossible when vehicles are parked on both sides of First Avenue.

The six (6) residents opposing the proposed parking restriction outlined a number of concerns that are summarized as follows:
• Parking demand – some properties do not have driveways with families having multiple vehicles. If parking is limited to one side parking will become congested. A resident on Colborne Street parks several vehicles on First Avenue.

• Street maintenance – parking on one side only prevent snow plows and street sweepers from effectively clearing that side of street.

• Alternate side of Street Parking – several residents opposed to one-side parking acknowledged the need for some form of parking control and suggested alternated side of street parking as an alternative to address the parking concern and facilitate street maintenance on both sides of the street.

8.0 Analysis

First Avenue is approximately 8 metres wide between curbs with parking permitted on both sides of the street from April 1 to November 30. While alternate side of street parking is by-lawed on First Avenue from December 1 to March 31, it is currently not signed on the street. A recent photograph showing the existing conditions on First Avenue is shown in Figure 1.

A technical review confirmed that when vehicles are parked on both sides of First Avenue, the street is too narrow to maintain minimum clearance for two-way traffic, street maintenance, emergency operations, or driveway access. Street maintenance such as snow plowing is negatively affected by the current configurations, which may lead to impassible road conditions during winter or cause flooding when street sweepers can’t remove debris at storm water catch basins. Ultimately the City would be liable for not meeting minimum maintenance standards when streets are not properly cleared. In summary, when vehicles park on both sides of First Avenue:

• 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 difficulty servicing the street, often resulting in further blockage of the road or flooding when storm drains are not cleared;
• vehicles turning into and out of driveways may be blocked.

All of the identified concerns can be addressed by restricting parking to one side of the street.

In response to residents’ comments, a parking utilization survey was conducted for First Avenue on a weekday and Saturday to assess availability of on-street parking spaces. Peak parking utilization was observed during a Saturday morning. The survey revealed 3 out of 13 parking spaces on the east side of the
street were occupied during the peak period, and 2 out of 10 parking spaces on the west side were occupied. Based on the survey, keeping parking on the east side of the street would accommodate peak demands (5 vehicles) with 8 parking spaces to spare. The parking study confirmed there would be sufficient parking supply with on-street parking kept to one side only.

Residents’ comments also indicated street maintenance would only be done to one side of the street if parking is kept to one side only. In comparison, clearing one side of the street would be a significant improvement over the current condition where maintenance can be blocked on both sides of the street. In general, keeping parking to one side of the street would allow the City to meet minimum maintenance standards and reduce the risk of flooding.

Two parking options are further analyzed based on all the considerations. Both options require repealing the existing by-law of alternate side of street parking from December to March.

**Option 1 – “No Parking” on the west side of First Avenue**

To address the main concerns, staff recommend “No Parking” on the west side of First Avenue from Colborne Street to Wellington Street. On-street parking would be allowed on the east side of First Avenue. The proposed on-street parking layout would meet the typical demand for on-street parking while addressing all of the risks identified in the previous section. A diagram illustrating the proposed on-street parking restriction on First Avenue is shown in Figure 2.

Pertaining to residents’ comments, parking on one side of the street is preferred over alternate side as it addresses the original concern as well as safety and access issues. Street maintenance is inherently more efficient by keeping parking on one side versus alternate side since snow removal may have to be performed multiple times after alternate side switchover occurs.

The Parking By-law amendments required to implement Option 1 are outlined in Appendix “B” of Report 2019-140.

**Option 2 – Alternate Side of Street parking throughout the year on First Avenue**

With the number of concerns raised by affected residents, a second option would be to by-law alternate side of street parking throughout the year on First Avenue.

When on-street parking is permitted on alternate sides, 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 3. Additional costs would be incurred when a plow has to return after the switchover date. Removal of compacted snow or ice adds to the cost as they cannot be cleared effectively.
Furthermore, parking violations also occur frequently from alternate side parking due to confusion. This can cause unnecessary aggravation when residents forget a date and receive a parking ticket. Lastly, alternate side 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.

While not the most efficient option, selecting this option would address the initial concerns raised by a resident and the main risks identified by staff. It would also reflect the consensus from the affected residents in response to the letter dated January 8, 2019.

The Parking By-law amendments required to implement Option 2 are outlined in Appendix “C” of report PW2019-140.

9.0 Financial Implications

The estimated cost to install “No Parking” signs on First Avenue is $300.

Funding for this work will be provided from the Operational Services operating budget.

10.0 Conclusion

The recommended 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.
Figure 1 - First Avenue Existing Condition
Figure 2 - First Avenue – Recommended Parking Control
Figure 3 - Typical Road Maintenance Challenges from Alternate Side Parking

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 – First Avenue residents letter
Appendix B - By-law Amendment – First Avenue – Option 1 - Parking Prohibited at Anytime
Appendix C - By-law Amendment – First Avenue – Option 2 – Alternate Side of Street Parking

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
March 19, 2019

APPENDIX “A”

January 8, 2019

First Avenue
On-Street Parking

Dear Resident:

A concern has been received relating to on-street parking affecting street maintenance on First Avenue. Upon further investigation, the existing parking regulation on First Avenue must be amended in order to address the concern. An amendment would provide minimum clearance for two-way traffic, street maintenance, emergency response, and driveway access. A diagram showing the proposed amendment is provided on the reverse side of this letter.

The proposed on-street parking would permit parking on the east (odd number) side of First Avenue and restrict parking on the west (even number) side of the street. If approved, it is expected to improve overall safety of the neighbourhood and save tax dollars through maintenance efficiencies. A recommendation will be forwarded to a future Committee of the Whole – Operations and Administration meeting to amend the pertaining by-laws.

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

Yours truly,

[Signature]

Ting Ku, P. Eng., PTOE
Manager, Transportation Services
CC: Councilor B. VanTilborg  
   Councillor J. Wall  
   R. Loukes, P. Eng., Director of Engineering Services  
   E. (Beth) Goodger, General Manager, Public Works Commission
APPENDIX “B”

First Avenue – Option 1 - Parking Prohibited at Anytime

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</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Avenue</td>
<td>From Colborne Street to Wellington 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>
</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>First Avenue</td>
<td>West</td>
<td>From Colborne Street to Wellington Street</td>
</tr>
</tbody>
</table>
APPENDIX “C”

First Avenue – Option 2 – Alternate Side of Street Parking

c) 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</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Avenue</td>
<td>From Colborne Street to Wellington Street</td>
<td>East West</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- No parking from 12 noon, 1st day of each month until 9 pm, 15th day of each month, everyday, December 1st through March 15
- No parking from 12 noon, 16th day of each month until 9 pm, last day of each month, everyday, December 16th through March 31

d) RECOMMEND that Schedule “11” of Parking By-law 144-88 which pertains to “Alternate Side of Street Parking” BE AMENDED to provide the following:

<table>
<thead>
<tr>
<th>NAME OF STREET</th>
<th>LOCATION</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>First Avenue</td>
<td>From Colborne Street to Wellington Street</td>
<td>East West</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- No parking from 12 noon, 1st day of each month until 9 pm, 15th day of each month, Monday through Saturday
- No parking from 12 noon, 16th day of each month until 9 pm, last day of each month, Monday through Saturday