Date April 16, 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 Evergreen Court - Parking Control - 2019-187

3.0 Recommendation
A. THAT Report 2019-187 Evergreen Court - Parking Control BE RECEIVED; and

B. THAT Parking By-law 144-88 which pertains to “Parking Prohibited at Anytime”

4.0 Purpose and Overview

To seek Council approval to restrict on-street parking on Evergreen Court within the cul-de-sac to ensure access for Brantford Transit. The Court is part of a transit route and when blocked, buses cannot turn around.

Alternate side of street parking is currently by-lawed on Evergreen Court. A review of on-street parking was undertaken by staff in response to a request from Brantford Transit.

The review found that when vehicles are parked within the cul-de-sac, Brantford Transit buses may not be able to turn around at the end of the street. Vehicles parked within the cul-de-sac also restrict access for waste collection vehicles,
street maintenance, and emergency operations. These concerns can be addressed by restricting parking within the cul-de-sac. A parking survey was also conducted to confirm that there would be still be sufficient on-street parking if parking restrictions are implemented, which addresses the primary concerns of the residents who opposed the proposed changes.

5.0 Background

Staff was contacted to consider “No Parking” within the cul-de-sac area of Evergreen Court to improve access for Brantford Transit buses.

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 2, 2019 as shown in Appendix “B”, was delivered to the eleven (11) properties on both sides of Evergreen Court within the cul-de-sac. The letter outlined the proposed parking control change on Evergreen Court. Responses from five (5) households were received, all five (5) opposed to the proposed parking restriction.

The five (5) residents opposing the proposed parking restriction outlined a number of concerns that are summarized as follows:

- Inadequate supply / inconvenience – restricting parking within the cul-de-sac will remove on-street parking from an already limited parking supply. Residents in the cul-de-sac will have to walk up the hill, which will be difficult for the elderly and those with limited walking ability. Residents and visitors will be forced to park their vehicle at a greater distance from their home. Proposed “No Parking” in the cul-de-sac is unfair to residents.

- Brantford Transit - the cul-de-sac was not designed to accommodate large transit buses. Use smaller buses on the route. Need better driver training. Most drivers do not have difficulty turning around in the court. Allow buses to back up if they need to in order to turnaround within the cul-de-sac. Eliminate the bus service from Evergreen Court. The bus could pick-up passengers at the intersection of Colborne Street West and D'Aubigny Road instead of travelling on D'Aubigny Road and Evergreen Court.
• Parking demand – on-street parking is in high demand on Evergreen Court and D'Aubigny Road. Many residents have more vehicles than they can park in their driveway. Removing on-street parking in the cul-de-sac will cause tension in the community.

Brantford Transit staff noted that vehicles parked within the cul-de-sac of Evergreen Court has been a chronic issue for a number of years. Many approaches have been tried to resolve this concern including elimination of service, relocation of the route, and create alternate turnaround locations. Elimination of service was not practical as various residents on D'Aubigny Road depend on the service. Brantford Transit also tried servicing the area through Colborne Street West and using Force Road in Brant County to turnaround. However, residents in Brant County complained about Brantford Transit buses running on their street, and Force Road has weight restrictions so that routing was discontinued. A new cul-de-sac at the end of D'Aubigny Road has been explored in the past; but it would involve an environmentally sensitive area and cause other concerns from residents. In the past, Transit had resorted to assigning additional staff to back up a bus at this location. This option is very inefficient and cost prohibitive. While a smaller bus has been suggested by residents, operation of a smaller bus creates many other challenges that would be costly and difficult to resolve. To date, there are no other alternatives but to use Evergreen Court as a turnaround point.

Brantford Transit documented ten (10) incidents in 2018 where a transit bus was unable to turn around in the cul-de-sac at the end of Evergreen Court because of parked vehicles. In January 2019, there were five (5) incidents when a bus couldn’t turn around due to snow storage and parked vehicles. The incidents occurred during different times of the day and during different seasons. Some occurred multiple times within an hour while others occurred on consecutive days or on a random day.

When a bus is unable to turn around in the cul-de-sac, an inspector has to make a special trip to conduct an orderly back up of the bus for safety reasons. This causes significant delays and increases safety risks associated with backing up a large vehicle in a residential area. The delays impact not only the route on D'Aubigny Road but also the entire transit system since other routes wait for the connections. Once a bus is delayed in the cul-de-sac, services into the area are suspended until the situation is resolved. Depending on the situation, there could be hours with no service into D'Aubigny Road. The randomness of the incidents makes transit service unreliable, impacts all the residents that depend on Brantford Transit, and increases operational costs.

A related complaint was received in 2017 from a local resident regarding school buses dropping off children and backing out of Evergreen Court instead using the cul-de-sac to turn around. School buses would face similar challenges as Brantford transit due to size of their vehicles.
8.0 Analysis

Evergreen Court is an 8.6 metre wide road with alternate side of street parking by-lawed for its entire length from D'Aubigny Road to the northerly end of the court. Buses on Brantford Transit Route #5 (West Brant Oakhill) travel along D'Aubigny Road to Evergreen Court where they turn around in the cul-de-sac and return along the same route back out to Colborne Street West.

The cul-de-sac has a typical design to accommodate large vehicles such as buses, garbage trucks, or snowplows to turnaround but only when vehicles are not parking on the street. This condition applies for all seasons. Parked vehicles are known to cause snow removal issues which often have a cascading effect that leads to transit blockage and other concerns such as limiting emergency operations. Figure 1 shows snow accumulation and vehicles parked within the cul-de-sac.

Figure 1 - Evergreen Court - Current Conditions

A parking utilization survey was undertaken on a weekday and Saturday to assess availability of on-street parking spaces on Evergreen Court. Peak parking utilization was observed Saturday morning. The survey revealed 4 out of 9 spaces on the west side of the street were occupied during the peak period. Based on the survey, removing parking within the cul-de-sac would
accommodate peak demands with 4 spaces to spare (1 space would be eliminated on the east side of the cul-de-sac).

An assessment of the street confirmed that the current dimensions on Evergreen Court do not have sufficient dimensions to accommodate a Brantford Transit bus to turn around when vehicles are parked within the cul-de-sac. Street maintenance such as snow plowing is also negatively affected by the current configurations, which may lead to impassible road conditions during winter or flooding when street sweepers can’t remove debris at drainage basins.

“**No Parking**” within the cul-de-sac of Evergreen Court

To address the above mentioned concerns, staff recommend “No Parking” within the cul-de-sac of Evergreen Court. Alternate side of street parking would remain on the rest of Evergreen Court. The proposed on-street parking layout would meet the typical demand for on-street parking while addressing all the risks identified in the previous section. A diagram illustrating the proposed on-street parking restriction on Evergreen Court is shown in Figure 1.

In response to the residents’ comments, restricting parking within the cul-de-sac would address the original concern while providing sufficient on-street parking to accommodate typical demand. Other options for a bus turnaround have been explored and they were not feasible.

**Status Quo – on-street parking within the cul-de-sac of Evergreen Court**

With the number of concerns raised by affected residents, a second option would be to maintain on-street parking within the cul-de-sac of Evergreen Court.

Selecting this option would not address the chronic concerns raised by Brantford Transit. However, it would reflect the consensus from the affected residents in response to the letter dated January 2, 2019.

Should Council wish to continue with the Status Quo for parking on Evergreen Court, the following recommendation would replace Clause B found in Section 3.0 of this report:

> THAT on-street parking within the cul-de-sac of Evergreen Court REMAIN in place.

### 9.0 Financial Implications

The estimated cost to install “No Parking” signs on Evergreen Court is $300. Funding for this work will be provided from the Operational Services operating budget.
10.0 Conclusion

The proposed on-street parking plan has been prepared to restrict on-street parking within the cul-de-sac of Evergreen Court and maintaining the current alternate side of street parking on the remainder of the street. This configuration would ensure sufficient turnaround for Brantford Transit and address the transit system service impacts that result from vehicles parked in the cul-de-sac. The recommended change will also provide access for street maintenance, garbage pickup, and emergency operations.
Figure 2 - Evergreen Court - Proposed Parking Control
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 – Evergreen Court - Parking Prohibited at Anytime  
Appendix B – Evergreen Court 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”

Evergreen Court - Parking Control

a) RECOMMEND that Schedule “12” 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>
</tr>
</thead>
<tbody>
<tr>
<td>Evergreen Court</td>
<td>From D'Aubigny Road to the end of the street.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME OF STREET</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evergreen Court</td>
<td>From D'Aubigny Road to the end of the street.</td>
</tr>
</tbody>
</table>

b) RECOMMEND that Schedule “12” 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>
</tr>
</thead>
<tbody>
<tr>
<td>Evergreen Court</td>
<td>From D'Aubigny Road to the end of the street, except as further restricted in Schedule “7” herein</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME OF STREET</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Evergreen Court</td>
<td>From D'Aubigny Road to the end of the street, except as further restricted in Schedule “7” herein</td>
</tr>
</tbody>
</table>

c) 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>Evergreen Court</td>
<td>East</td>
<td>From a point 122 metres north of the centre line of D'Aubigny Road to the northerly end of Evergreen Court.</td>
</tr>
</tbody>
</table>

<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>Evergreen Court</td>
<td>West</td>
<td>From a point 146 metres north of the centre line of D'Aubigny Road to the northerly end of Evergreen Court.</td>
</tr>
</tbody>
</table>
Dear Resident:

Engineering Services has received a concern regarding transit vehicles not being able to turn around at the cul-de-sac of Evergreen Court. Upon further investigation, the existing on-street parking regulations on Evergreen Court must be amended in order to address the concern. An amendment would also address minimum space required for emergency response, road maintenance, and garbage pickup. A diagram showing the proposed amendment is provided on the reverse side of this letter.

The proposed on-street parking restriction would prohibit parking within the cul-de-sac, from 23 Evergreen Court clockwise to 16 Evergreen Court. If approved, it is expected to improve overall safety of the neighbourhood and save tax dollars through operating efficiency. 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, by phone at 519-759-4150 Ext. 5683 or e-mail at rsmith@brantford.ca before Friday, January 25, 2019 if you have any questions or comments regarding the proposed on-street parking change for Evergreen Court.

Yours truly,

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

CC: Councillor R. Weaver
    Councillor J. Vanderstelt
    E. (Beth) Goodger, General Manager, Public Works Commission
    R. Loukes, P. Eng., Director of Engineering Services
    M. Bradley, Director of Fleet & Transit Services