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**Date** December 1, 2020 **Report No.** 2020-537

**To** Chair and Members  
Committee of the Whole-Operations and Administration

**From** Inderjit Hans, P.Eng., PMP  
General Manager, Public Works Commission

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## 1.0 Type of Report

|                        |                                     |
|------------------------|-------------------------------------|
| Consent Item           | <input type="checkbox"/>            |
| Item For Consideration | <input checked="" type="checkbox"/> |

## 2.0 Topic **Memorial Drive Parking Lane Reconfiguration** **[Financial Impact-None]**

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## 3.0 Recommendation

- A. THAT report 2020-537, titled "Memorial Drive Parking Lane Reconfiguration" BE RECEIVED; and
- B. THAT parking BE PERMITTED on the east side of Memorial Drive between North Park Street and Ashgrove Avenue; and
- C. THAT staff present the necessary amendments to Traffic bylaw 37-45 and Parking Bylaw 144-88 for Council approval at the time of implementation in 2021, and
- D. THAT the changes to the line markings and signage be funded from Capital project TS1505 in the amount of \$56,000

## 4.0 Purpose and Overview

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In response to direction provided by way of a resolution to Special Council on October 13, 2020, this report has been prepared to provide recommendation regarding the Memorial Drive reconfiguration and road diet. The recommendation is to modify Memorial Drive in order to allow on-street parking on the east side of the roadway between North Park Street and Ashgrove Avenue by removing the recently installed two way left turn lane (TWCLTL). In approving the recommendations in this report, the bylaws for the recommended changes will be brought directly to Council for approval when the signage and pavement markings are ready to be implemented.

## 5.0 Background

At its August 25, 2020 meeting, City Council approved the recommendation from Report 2020-278 titled *Memorial Drive Parking Bylaw Amendments* that directed staff to implement traffic and parking changes to implement a road diet on Memorial Drive and North Park Street. This reconfiguration was proposed to improve safety for all road users, by reducing the number of vehicle lanes and adding dedicated cycling lanes and on-street parking lane. The plan for designating cycle lanes on Memorial Drive and North Park Street were part of the Report PW2014-065 "Transportation Master Plan (TMP) Update Final Report".

The proposed reconfiguration, known as a road diet, was outlined as follows:

- Two (2) vehicular lanes,
- Two (2) bicycle lanes,
- One (1) centre left turn lane on most segments, except in front of St. Leo School and St. Mark's Church; and
- Dedicated on-street parking lane will be provided on the east side of the corridor in front of St. Leo School and St. Mark's Church and on the west side of the corridor from Kensington Avenue to Powerline Road.

The proposed reconfiguration of the corridor that this report recommends will modify the above noted parking and transportation configuration as follows:

- Two (2) vehicular lanes,
- Two (2) bicycle lanes,

- One (1) parking lane and buffer adjacent to the cycle lane on most segments, except between Rosewood Court and Ashgrove Avenue.
- One (1) TWCLTL will be provided between Rosewood Court and Ashgrove Avenue.

On January 20, 2018, through Report 2019-008 (Transfer Payment Agreement-Ontario Municipal Commuter Cycling Program), Council approved the use of Ontario Municipal Commuter Cycling Program (OMCC) funds for the Memorial Drive and North Park Street road diet and cycle lanes. This is a continuation of the North Park Street road diet and cycle lane project south of Waddington Street / entrance to Wayne Gretzky Sports centre.

At Special Council meeting of October 13, 2020, a resolution was approved, which included direction to staff for the current alignment, but also directed staff as follows:

- E. Reline pavement markings to create a continuous parking lane and make other necessary changes in configuration as directed by the ward councilor.*

## **6.0 Corporate Policy Context**

The original proposed road diet and amendments discussed in this report are in support of the following Council Priorities for 2021-22.

### **Desired Outcome #3**

A safe, efficient transportation system connects the community across neighbourhoods, with neighbouring communities and provincial transportation network.

The Public Works Policy PW-021 'Amendments to the On-street parking regulations' outlines the process for soliciting public input prior to implementing changes to parking. In this policy the residents are provided opportunities to comment on proposed changes to the parking on the road that they front. The Council resolution of October 13, 2020 directed staff to implement the parking change on Memorial Drive as directed by the ward councilors, which essentially waived the need for any further public survey identified in this policy.

## **7.0 Input From Other Sources**

Public Works staff worked with Ward 3 Councillors to identify the proposed roadway configuration revision to remove the TWCLTL and replace that space with a designated parking lane and 1.0 metre buffer lane adjacent to the cycle lanes in order to accommodate the parking needs as directed by the Ward Councillors. The revised configuration is detailed in Appendix “A” –Concept Plan.

## 8.0 Analysis

### 8.1 Reduction of Two-Way Centre Left Turn Lane and Introduction of Designated Parking Lane and Buffer to cycle lane

The existing cross-section that consists of two bike lanes, two vehicle lanes, and one TWCLTL as shown in Figure 1 is to be replaced by two bike lanes, two vehicle lanes, one designated parking lane, and one buffer lane as shown in Figure 2.

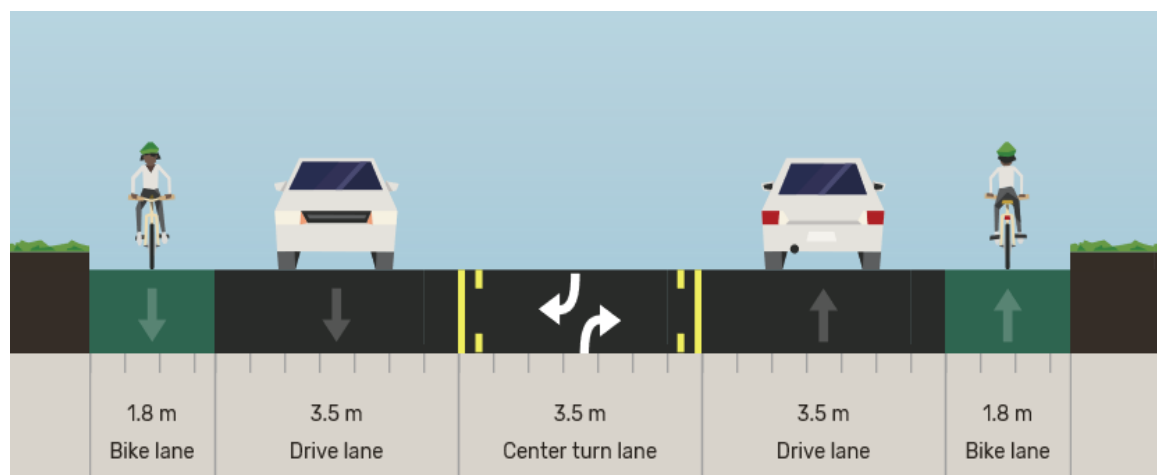
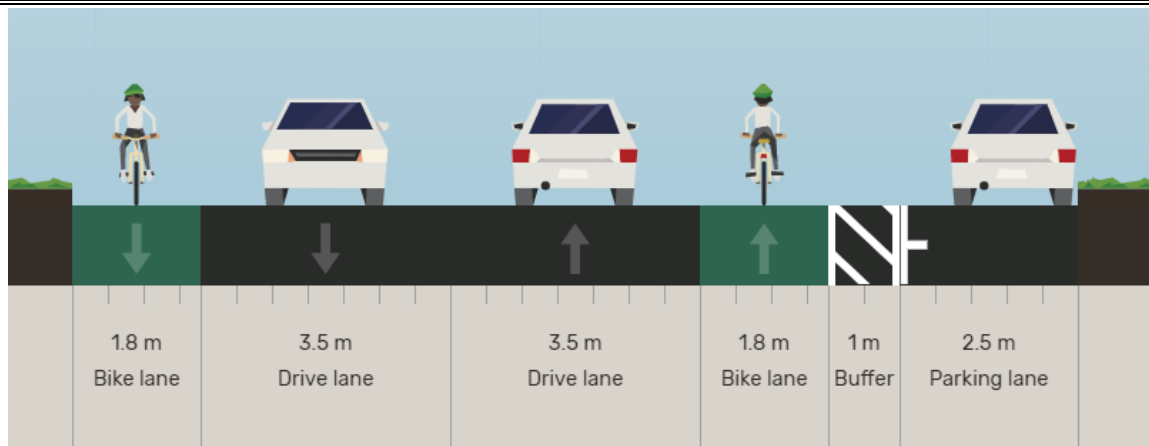


Figure 1-Current cross-section for the majority of Memorial Drive.



**Figure 2-Proposed typical cross-section for the majority of Memorial Drive.**

In the original road diet plan approved by council on August 25, 2020, a parking lane was designated on the west side of Memorial Drive from Powerline Road to Kensington Avenue, and on the east side of Memorial Drive from Kensington Avenue to Rosewood Court and in front of St. Mark's Church. With the proposed parking changes in this report, a parking lane would be added to the east side of the majority of the rest of Memorial Drive from Ashgrove Avenue to North Park Street (Figure 3). The addition of this proposed parking lane would add approximately 71 on-street parking spaces, for a total of 95 parking spaces along the entirety of Memorial Drive.



Figure 3-Memorial Drive on-street parking lanes

The majority of abutting lane uses is low-density housing with frequent driveways. The provision of the TWCLTL enhanced the major collector road function by improving safety and convenience for vehicular movements in and out of abutting properties.

## 8.2 Estimate of Costs and Schedule Responsibilities

The total cost is estimated at \$55,600 and will be undertaken by the contractor and inspector in 2021. In addition, there will be costs associated with Operational Services staff modifying the current signage to reflect the changes approved in this report.

This construction cost was estimated on the work required including the removal of the existing line paint and symbols, repainting of the lines and symbols for the new configuration, the supply and install of new signage, and the cost to have an inspector on site while the work is taking place.

This work will be scheduled to be undertaken in spring 2021 and is expected to be completed within one week (weather permitting) of the project initiation. It is expected that this will be undertaken in the evenings in accordance with Chapter 554 Noise Control By-law that exempts the City from work after 11pm in order to minimize the disruption to the local traffic on the street. Mailings will be distributed to residents in advance of the work start date and signage will be installed at the work site to notify passing motorists.

## 9.0 Financial Implications

Table 1 presents the cost to implement the proposed changes to traffic and parking from the original plan is \$55,600 and the funding source recommended. This work will be funded from the Capital Works On-Road Active Transportation Initiatives budget, business unit TS1505 and is not eligible for OMCC funding.

**Table 1-Cost and Funding Sources to Implement Parking on east side of Memorial Drive from North Park Street to Ashgrove Avenue**

| Item   | Amount    |
|--|-----------|
| Funds required to implement the proposed parking and traffic control changes               | \$55,600  |
| Funds remaining in TS 1505 available for other Active transportation Initiatives           | \$631,620 |
| Funds remaining in TS1505 after implementation of the pavement marking and signage changes | \$576,020 |

## 10.0 Conclusion

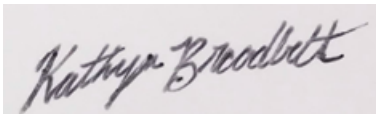
This report has been prepared to provide information about the implementation of a dedicated on-street parking lane and buffer lane as an alternative to the TWCLTL that is currently in place on Memorial Drive. The parking lane would be installed between Ashgrove Avenue and North Park Street on the east side of Memorial Drive.



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#### APPENDIX A- Memorial Drive-Concept Plan

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

By-law required ☒ yes ☐ no

Agreement(s) or other documents to be signed by Mayor and/or City Clerk ☐ yes ☒ no

Is the necessary by-law or agreement being sent concurrently to Council? ☐ yes ☒ no