

Date: 2020-11-02

Subject: **Parking Related Concerns – Bramwin Court (Ward 8) and Conservation Drive (Ward 2) - File I.AC (TRAF)**

Contact: Binita Poudyal, Traffic Operations Technologist, Road Maintenance, Operations and Fleet, Public Works and Engineering Department, 905-874-2878

Report Number: Public Works & Engineering-2020-361

Recommendations:

1. That the report titled: **Parking Related Concerns – Bramwin Court (Ward 8) and Conservation Drive (Ward 2) (R361/2020 - File I.AC TRAF)** to the Committee of Council meeting of December 02, 2020 be received; and,
2. That Traffic By-law 93-93, as amended, be further amended to implement “No Parking, Anytime” restrictions on both sides of Bramwin Court between Bramhurst Avenue and the southerly limit of the roadway (including cul-de-sac) and on the east side of Conservation Drive between a point 625 metres east of Kennedy Road and the northerly limit of the roadway (including cul-de-sac).

Overview:

- **Staff received concerns related to parked vehicles on both sides of Bramwin Court and Conservation Drive.**
- **On-street parking is currently not permitted for a period longer than three hours unless otherwise posted.**
- **The Public Works and Engineering Department reviews the need for on-street parking/stopping restrictions on City streets taking into consideration public safety, emergency/maintenance vehicle access and the needs of the area residents.**

Background:

The Public Works and Engineering Department reviewed on-street parking on Bramwin Court and Conservation Drive to address potential safety issues created by parked and stopped vehicles.

The need to implement parking and stopping restrictions is evaluated by taking into account public safety, access requirements of emergency services and maintenance vehicles and the site-specific characteristics of the roadway.

Current Situation:**Bramwin Court**

Bramwin Court is an industrial roadway where on-street parking has been observed to be used primarily by the staff and visitors of the area businesses. Observations undertaken by staff revealed that parking was evident on both sides of Bramwin Court, causing egress problems for staff/visitors and, at times, resulted in limited access for through traffic (including emergency service and maintenance vehicles). Additionally, large trucks and their trailers parked on both sides of the road creates safety concerns when the travel portion of the road can only accommodate one vehicle. Staff also observed that large trucks frequently park on the roadway causing sightline issues for motorists attempting to exit the driveways or pedestrians attempting to cross the road.

Staff spoke with local businesses and it was confirmed that the majority of on-street parking on Bramwin Court was either due to parking capacity issues at their workplace parking lots or out of convenience. Observations also concluded that the majority of vehicles remained parked on the street for the entire day, which violates the three-hour maximum parking restrictions.

In order to alleviate the above-noted concerns, staff recommends implementing “No Parking, Anytime” restrictions on both sides of Bramwin Court between Bramhurst Avenue and the southerly limit of the roadway (including cul-de-sac). Figure 1, attached, illustrates the recommended restriction.

Conservation Drive

Conservation Drive east of Kennedy Road is a local residential roadway providing pedestrian access to a conservation area. Observations undertaken by staff revealed that the area residents and patrons visiting the conservation area are utilizing the street for on-street parking.

Because the on-street parking observed was not considered a safety concern, a questionnaire was sent out to the area residents to determine their desire for additional

parking restrictions. The result of the questionnaire revealed that the majority of the residents that responded between the cul-de-sac and the curve in the road were in favour of restricting parking on the east side of Conservation Drive between the curve in the road and the northerly limit of the roadway (including cul-de-sac). Figure 2, attached, illustrates the recommended restriction.

Corporate Implications:

Financial Implications:

The costs associated with the installation of the traffic signs required to support this initiative are estimated to be \$481. There is sufficient funding available within the Public Works and Engineering operating budget to proceed with the recommendations in this report.

Strategic Plan:

This report achieves the “Move & Connect” Priority of the Strategic Plan by supporting the “active transportation and cycling strategy” initiative of the plan.

Council Priority – Streets for People

This report incorporates the Vision Zero framework into transportation planning, design and operations to prevent fatal and serious injury from motor vehicle collisions within the City right-of-way.

Conclusion:

Based on the parking review of the subject roadways, staff recommends implementing “No Parking, Anytime” restrictions on both sides of Bramwin Court between Bramhurst Avenue and the southerly limit of the roadway (including cul-de-sac) and on the east side of Conservation Drive between a point 625 metres east of Kennedy Road and the northerly limit of the roadway (including cul-de-sac).

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Attachments:

Figure 1: Recommended No-Parking Restrictions on Bramwin Court

Figure 2: Recommended No-Parking Restrictions on Conservation Drive