



TO: GENERAL COMMITTEE

SUBJECT: HANMER STREET WEST AND KOZLOV STREET PARKING INVESTIGATION

WARD: 4

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SUBMITTED BY: C. MORTON, C.E.T., PMP.
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GENERAL MANAGER APPROVAL: D. FRIARY
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH MANAGEMENT (ACTING)

CHIEF ADMINISTRATIVE OFFICER APPROVAL: M. PROWSE, CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

1. That a road diet be implemented along Hanmer Street West between Bayfield Street and Finlay Road (east leg).
2. That Traffic By-law 80-138 Schedule "A" "No Parking Any Time" be amended by adding the following:

<u>"Hanmer Street West</u>	Both Sides from Bayfield Street to a point 75 metres east of Finlay Road (east leg)"
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3. That Traffic By-law 80-138 Schedule "A" "No Parking Anytime" be amended by adding the following:

<u>"Kozlov Street</u>	West side from Livingstone Street West to Hanmer Street West"
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4. That Traffic By-law 80-138 Schedule "D" "Stopping Prohibited" be amended by deleting the following:

<u>"Kozlov Street</u>	West side	From McDougall Street to a point 190 metres northerly	8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and Statutory Holidays"
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And by adding the following

<u>"Kozlov Street</u>	East side	From Pearcey Crescent to a point 83 metres south thereof	8:00 a.m. to 5:00 p.m. Monday to Friday excluding Statutory Holidays September 1 st to July 1 st "
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PURPOSE & BACKGROUND

5. Staff in the Roads, Parks and Fleet Department received motion 16-G-031 regarding the traffic concerns along Hanmer Street West and Kozlov Street area which states:

"That staff in the Roads, Parks and Fleet Department use information gathered at the January 20th, 2016 community meeting, along with subsequent correspondence from residents, to prepare a report recommending steps to address traffic concerns in the Hanmer Street West/Kozlov Street area and report back to General Committee."
6. Hanmer Street West between Bayfield Street and Finlay Road (east leg) is a four (4) lane collector roadway with a pavement width of 14.0 metres with sidewalks on both sides of the roadway and an approximate daily traffic volume of 5,500 vehicles per day. The segment of Hanmer Street West is a Community Safety Zone and has a Variable Time Flashing 40 km/h speed limit zone. Please refer to Appendix "A".
7. Hanmer Street West between Finlay Road (east leg) and Anne Street North is a two (2) lane collector roadway with a pavement width of 8.5 metres with sidewalks on both sides of the roadway and an approximate daily traffic volume of 3,500 vehicles per day. The segment of Hanmer Street West is a Community Safety Zone and a reduced 40 km/h speed limit zone, as St. Marguerite D'Youville Catholic Elementary School is located along the south side of Hanmer Street West. Please refer to Appendix "A".
8. Kozlov Street between Livingstone Street West and Hanmer Street West is a two (2) lane collector roadway with a pavement width of 9.5 metres with sidewalks on both sides of the roadway and an approximate daily traffic volume of 2,500 vehicles per day. This segment of roadway is a Community Safety Zone and reduced 40 km/h speed limit zone, as St. Marguerite D'Youville Catholic Elementary School is located along the west side of Kozlov Street. Please refer to Appendix "B".
9. Overnight on-street parking is prohibited from December 1st to March 31st, between 12:01 a.m. and 7:00 a.m. for the purpose of winter maintenance.
10. The City of Barrie has adopted the Multi-Modal Active Transportation Master Plan (MMATMP). The objective of this Master Plan is to reduce auto-dependency and to give people increased mobility choices, focusing on active transportation and vulnerable road users.
11. A component of the MMATMP is a term called "road diet", which are designed to relocate the capacity of underutilized roadways from cars to vulnerable users. This reallocation of capacity can be used for other purposes such as:
 - a) Widened sidewalks;
 - b) Bike facilities;
 - c) Greenery (trees, etc.);
 - d) Median islands; and
 - e) Other uses.
12. Road diets do not necessarily have a negative impact on traffic conditions. The road diet improvements generate benefits to all modes of transportation including transit, cyclists, pedestrians and motorists. These benefits include reduced vehicle speeds, reduced collisions and injuries, improved mobility and access, and improved livability and quality of life.

13. Typical road diets take an existing four (4) lane cross section and convert the roadway into one (1) lane per direction with a centre two way left turn lane and bicycle lanes. This conversion requires the removal of all on-street parking as bicycle lanes cannot operate effectively and safely when vehicles are parked on-street.
14. The City has implemented 10 kilometres of road diets on the below roadway segments:
 - a) Ardagh Road between County Road 27 and Patterson Road;
 - b) Cundles Road West between Leacock Drive and Anne Street North;
 - c) Ferndale Drive North between Benson Drive and Livingstone Street West;
 - d) Hurst Drive between Big Bay Point Road and Bay Lane;
 - e) Livingstone Street West between Anne Street North and Kozlov Street; and
 - f) Prince William Way between Big Bay Point Road and Mapleview Drive East.
15. Staff have performed before vs after studies on the implemented roadways and the most significant reduction was experienced on Hurst Drive heading towards Big Bay Point Road from Cox Mill Road, there was an overall reduction in vehicle speeds by 10 km/hr and vehicle volumes by 500 less vehicles.
16. Staff have received positive feedback from residents regarding the implementation of road diet segments.

ANALYSIS

HANMER STREET WEST

17. A comment sheet was prepared and mailed to twenty seven (27) property owners to provide comments. Four (4) responses were received and all the respondents were in favour with implementing a road diet to address operational and safety concerns.
18. A comment sheet was also mailed to the Simcoe Muskoka District School Board and staff did not receive any comment back regarding the recommended changes.
19. One respondent was not in favour of removing on-street parking along Hanmer Street West. However, parking would have to be restricted along Hanmer Street West to implement a road diet to ensure the safe operation of the bicycle lane. Also, on-street parking would still be available on all side streets off Hanmer Street West to accommodate neighbourhood parking requirements.
20. There is currently operational concerns along Hanmer Street West in the vicinity of Finlay Road as the roadway transitions from a 14.0 metres wide four (4) lane cross section to an 8.5 metre wide two (2) lane cross section. The implementation of the road diet would allow for a smoother transition along this section as it removes the requirement for vehicles to merge to a single lane.
21. The proposed road diet would improve the operation and safety of Hanmer Street West between Bayfield Street and Finlay Road by addressing the following concerns:
 - a) Provide sufficient capacity for existing traffic volumes while maintaining two (2) lanes of travel, one in each direction;
 - b) Provide a two way left turn lane for residents turning into their driveways and onto the side streets improving the safety and operation;
 - c) Minimizing delay for through vehicles due to left turning vehicles improving traffic flow; and
 - d) Reducing operating speed.

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22. Staff conducted traffic counts along Hanmer Street West between Bayfield Street and Anne Street North to review the 85th percentile speed. The 85th percentile speed is the speed at which 85% of vehicles travel at or below. The results of the study are as follows:
- a) Hanmer Street West between Kozlov Street and Bayfield Street – 85th percentile speed is 57 km/h;
 - b) Hanmer Street West between Kozlov Street and Finlay Road - 85th percentile speed is 58 km/h;
 - c) Hanmer Street West between Finlay Road and Ford Street – 85% percentile speed is 36 km/h;
 - d) Hanmer Street West between Ford Street and Anne Street North – 85% percentile speed is 36 km/h.
23. Based on the studies there are higher speeds along the four (4) lane cross section compared to the two (2) lane cross section. Based on the results, staff recommend the implementations of the road diet. This will create a uniform traffic pattern for vehicles along Hanmer Street West.
24. As a result of residential feedback, staff reviews, its staff's recommendation that Traffic By-law 80-138 Schedule "A" "No Parking Any Time" be amended and add the following:
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|----------------------------|--|
| <u>"Hanmer Street West</u> | Both Sides from Bayfield Street to a point 75 metres east of Finlay Road (east leg)" |
|----------------------------|--|
25. Staff conducted field observations and noted some cars parked adjacent to St. Marguerite D'Youville Catholic Elementary School along Hanmer Street West during school pick up and drop off. The proposed parking prohibitions would not negatively impact these patrons as they could utilize the existing Kiss "n" Ride program along Kozlov Street or can temporary stop along the proposed "No Parking Anytime" zone while actively loading and unloading.
26. Staff have reviewed three (3) years of collision history along Hanmer Street West between Bayfield Street and Finlay Road, as a result of this review staff found nine (9) reported collisions:
- a) One (1) collision involved a single motor vehicle losing control due to environmental weather;
 - b) One (1) involved a pedestrian at the intersection of Bayfield Street and Hanmer Street West;
 - c) One (1) involved a vehicle speeding; and
 - d) Six (6) were intersection related (turning movements or rear ends).
27. These collisions are typical of a four (4) lane cross section which does not provide any separation from turning vehicles with through movements.

28. Staff's recommendation to address the above collision concern can be achieved by the implementation of a road diet and parking prohibition because:
- a) Road diets typically reduce the operating speed of vehicles;
 - b) Removes the existing lane merge for motorists from four (4) lanes down to two (2) lanes; and
 - c) The implementation of a centre left turn lane allows for stacking for left turn vehicles without impeding through movements.

KOZLOV STREET

29. A Parking Questionnaire was prepared and mailed to 136 property owners on Kozlov Street to select a preferred option. Twenty-four (24) responses were received and the results of the questionnaire are as follows:

KOZLOV STREET ON-STREET PARKING SURVEY	RESPONSES RECEIVED IN FAVOUR	PERCENTAGE OF RESPONSES
Option "A" – Leave current parking in place on Kozlov Street between Livingstone Street West and Hanmer Street West.	3	13%
Option "B" – Implement the following restrictions along Kozlov Street: <ul style="list-style-type: none"> 1. No Parking Anytime along the west side between Livingstone Street West and Hanmer Street West. 2. No Stopping 8:00 a.m. to 5:00 p.m. Monday to Friday, excluding Statutory Holidays, September 1st to July 1st along the east side from Pearcey Crescent to a point 83 metres south thereof. 	21	87 %

30. A parking questionnaire was also mailed to the Simcoe Muskoka District School Board and staff did not receive any comment back regarding the recommended changes.
31. The majority expressed concerns regarding speeding along Kozlov Street between Livingstone Street West and Hanmer Street West.
32. Respondents also expressed concerns regarding vehicles using Kozlov Street between Livingstone Street West and Kozlov Street West as a cut through to access Hanmer Street West.
33. Respondents also expressed concerns regarding vehicles parking within close proximity to the condo development located at 165 Kozlov Street negatively impacting sight lines when trying to exit the condo development.
34. Staff have reviewed three (3) years of collision history along Kozlov Street between Hanmer Street West and Livingstone Street and found 11 reported collisions:
- a) Eight (8) collisions involved a parked vehicle;
 - b) One (1) involved turning movements;
 - c) Two (2) coded as other.

35. These collisions are typical of a roadway where vehicles are parking on both sides creating congestion which causes operational and safety concerns.
36. As a result of resident feedback, staff observations it is recommended that Traffic By-law 80-138 Schedule "D" "Stopping Prohibited" be amended by adding the following:
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|------------------------|-----------|---|--|
| <u>"Kozlov Street"</u> | West side | From McDougall Street to a point 190 metres northerly | 8:00 a.m. to 5:00 p.m. except Saturdays, Sundays and Statutory Holidays" |
|------------------------|-----------|---|--|
- And add the following
- | | | | |
|------------------------|-----------|--|--|
| <u>"Kozlov Street"</u> | East side | From Pearcey Crescent to a point 83 metres south thereof | 8:00 a.m. to 5:00 p.m. Monday to Friday excluding Statutory Holidays September 1 st to July 1 st " |
|------------------------|-----------|--|--|
37. The proposed "No Parking Anytime" will prevent vehicles from parking along both sides of Kozlov Street which impedes the operation and safety of the roadway. This will ensure the safe and efficient operation of the roadway, and maintain two-way traffic while reducing the number of collisions involving parked cars. The proposed parking restriction will also permit on-street parking along the east side of Kozlov Street for area residents.
38. The proposed "No Stopping 8:00 a.m. to 5:00 p.m., Monday to Friday, excluding Statutory Holidays, September 1st to July 1st" along the east side of Kozlov Street will prevent patrons from parking opposite St. Marguerite D'Youville Catholic Elementary School Kiss "n" Ride location to prevent children from crossing the roadway between parked cars and ensuring clear sight lines and turning movements for the school access.
39. Patrons of St. Marguerite D'Youville Catholic Elementary can still utilize the Kiss "n" Ride access along Kozlov Street as well as actively load/unload adjacent to the school in the "No Parking Anytime" zone. Staff did not note any parking congestion during drop off/pick up along Kozlov Street and do not anticipate any negative impacts as a result of the recommended parking prohibitions.
40. Staff reviewed area residents concerns regarding vehicles parking within close proximity to the access to the condo development located at 165 Kozlov Street and determined this can be addressed through the general provision within Traffic By-law 80-138 which prevents vehicles from parking within close proximity to residential accesses/driveways.
41. Staff have historically installed speed cushions along Kozlov Street as part of the temporary traffic calming project and shall continue to add Kozlov Street to the 2018 list for consideration.
42. Staff have also requested speed enforcement through Barrie Police.
43. The Ward Councillor, Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law Enforcement staff do not oppose the recommended motion.

ENVIRONMENTAL MATTERS

44. There are no environmental matters related to the recommendation.

ALTERNATIVES

45. There are three (3) alternatives available for consideration by General Committee:

Alternative 1 General Committee could decide to maintain the current four (4) lane cross section along Hanmer Street West between Bayfield Street and Finlay Road.

This alternative is not recommended as there have been traffic studies conducted identifying higher speeds along the four lane cross section of Hanmer Street West compared to the two (2) lane cross section segment. There are operational concerns regarding the transition from four (4) lane cross to two (2) lane cross section as the transition is mid-block and vehicles must merge into a single lane.

Alternative 2 General Committee could decide to maintain on-street parking along both sides of Hanmer Street West between Bayfield Street and Finlay Road.

This alternative is not recommended as on-street parking would negatively impact the operation and safety of the proposed bicycle lanes along this segment of roadway.

Alternative 3 General Committee could decide not to implement the recommended “No Parking Anytime” along the west side of the Kozlov Street between Hanmer Street West and Livingstone Street West, and the recommended “No Stopping” from 8:00 a.m. to 5:00 p.m. Monday to Friday Excluding Statutory Holidays, September 1st to July 1st along the east side of Kozlov Street from Pearcey Crescent to a point 83 metres south thereof.

This alternative is not recommended as there has been a history of reported collisions occurring along this segment of roadway. The recommended “No Parking” would still permit sufficient on-street parking for area residents while still ensuring safe and efficient two-way travel. The recommended “No Stopping” restrictions would only impact area residents during school hours and the school year, and maintain safe and efficient clearance for the school entrance.

FINANCIAL

46. The cost to implement the proposed road diet and additional signage is approximately \$4,000 which can be accommodated in the 2018 Operating Budget.

LINKAGE TO 2014-2018 STRATEGIC PLAN

47. The recommendations included in this Staff Report are specifically related to goals identified in the 2014-2018 Strategic Plan:

a) Improved Drive Safety

48. The proposed recommendations will ensure the safe and efficient operation of the roadways and provide opportunities for safer turns from Hanmer Street onto and off of residential driveways and access connections.

APPENDIX "A"



APPENDIX "B"

