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**TO:** GENERAL COMMITTEE

**SUBJECT:** FERNDALE DRIVE PARKING INVESTIGATION

**WARD:** 5 AND 6

**PREPARED BY AND  
KEY CONTACT:** J. MACDONALD, C.E.T.  
SENIOR TRANSPORTATION OPERATIONS TECHNOLOGIST (EXT.  
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**SUBMITTED BY:** D. FRIARY  
DIRECTOR OF ROADS, PARK AND FLEET

**GENERAL MANAGER  
APPROVAL:** R. FORWARD, MBA, M.Sc., P. Eng.  
GENERAL MANAGER OF INFRASTRUCTURE AND GROWTH  
MANAGEMENT

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

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### **RECOMMENDED MOTION**

1. That Traffic By-law 80-138 Schedule "A" "No Parking Any Time" be amended by adding the following:

"Ferndale Drive Both sides from Dunlop Street to a point 170 metres north of Summerset Drive/Bishop Drive."

### **PURPOSE & BACKGROUND**

2. In 2003 council adopted Motion 03-A-427 regarding on-street parking and bicycle lanes on Ferndale Drive between Edgehill Drive southerly to Ardagh Road which stated:
  - a) A 1.0 m wide bicycle lane is to be constructed on each side of Ferndale Drive from Edgehill Drive to Tiffin Street;
  - b) A 2.0 m wide bicycle lane is to be constructed on each side of Ferndale Drive from Tiffin Street through the wetland to Bishop Drive/Summerset Drive;
  - c) No bicycle lane be constructed on Ferndale Drive from Summerset Drive/Bishop Drive southerly to Ardagh Road; and
  - d) On-street parking is permitted on Ferndale Drive from Summerset Drive/Bishop Drive southerly to Ardagh Road in compliance with By-law 80-138 until the traffic volumes and/or level of service warrant four lanes.
3. Ferndale Drive is a four (4) lane arterial roadway with 12,500 vehicles per day. There are bicycle lanes on both sides of the roadway from Dunlop Street to a point 170 metres north of Summerset Drive/Bishop. Sidewalks are located on both sides with the exception of the vicinity through the Bear Creek Eco Park.

4. Since 2014 the City has implemented bicycle lanes on the below roadway segments as part of the Multi-Modal Active Transportation Master Plan:
  - a) Ardagh Road between County Road 27 and Patterson Road;
  - b) Cundles Road between Anne Street and Leacock Drive;
  - c) Ferndale Drive between Benson Drive and Livingstone Street;
  - d) Hurst Drive between Big Bay Point Road and Bay Lane;
  - e) Livingstone Street between Anne Street and Kozlov Street; and
  - f) Prince William Way between Big Bay Point Road and Mapleview Drive.
5. The implementation of the above bicycle lanes also included the prohibition of parking along these sections of roadways.
6. Since the implementation of the bicycle lanes along Ferndale Drive south of Tiffin Street, residential development has increased along this section of roadway which has caused parking to overflow onto the roadway. This causes concerns as some vehicles are parking in the bicycle lane creating operational and safety concerns for cyclists as they are forced to enter into the adjacent travel lane designated for vehicles.
7. Currently, parking is permitted on both sides of Ferndale Drive between Dunlop Street and Summerset Drive/Bishop Drive. Overnight on-street parking is prohibited from December 1<sup>st</sup> to March 31<sup>th</sup>, between 12:00 a.m. and 7:00 a.m. for the purpose of snow clearing.

#### **ANALYSIS**

8. The purpose of this staff report is to address the removal of on-street parking on Ferndale Drive from Dunlop Street to a point 170 metres north of Summerset Drive/Bishop Drive. Vehicles parking in the bicycle lanes creates operational and safety concerns for cyclists as they are forced to enter into the travel lane designated for vehicles.
9. A letter was mailed to 34 property owners along Ferndale Drive between Dunlop Street and Summerset Drive/Bishop Drive. Staff received feedback from one area business owner regarding the prohibition and they were in favour of prohibiting parking along this section of Ferndale Drive.
10. Staff met with representatives from the condo board for the properties located at 39-57 Ferndale Drive in August of 2017 to discuss their concerns about prohibiting parking along Ferndale Drive in front of their building. The condo board did not receive specific concerns from residents, however there are concerns as they have a waiting list for residents for designated parking stalls.
11. The condo board also asked for consideration that parking along this segment of the roadway not be prohibited until the section of Ferndale Drive between Summerset Drive/Bishop Drive and Ardagh Road is restricted. Staff advised the current parking along this segment is permitted under the Class EA until traffic volumes reach 15,000 vehicles per day and/or the level of service is decreased due to vehicles impeding the roadway.
12. Staff performed observations during the evening and morning hours and when vehicles were parked on street there was available parking within the site. It is also a common observation with similar developments with parking located in the rear that residents park on street for convenience.
13. Staff advised it is common practise to prohibit parking within bike lanes, as parked vehicles obstruct the bike lane causing operational and safety concerns for cyclists.

14. Based on both the operational and safety concerns regarding vehicles parking within a bicycle lane and best practise to prohibit parking on roadways with bicycle lanes staff recommend that Traffic By-law 80-138 Schedule "A" "No Parking Any Time" be amended and add the following:

Ferndale Drive Both sides from Dunlop Street to a point 170 metres north of Summerset Drive/Bishop Drive."

15. Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law & Prosecution Services do not oppose the recommended motion.

### **ENVIRONMENTAL MATTERS**

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

### **ALTERNATIVES**

17. The alternative available for consideration by General Committee:

**Alternative #1** General Committee could decide not to prohibit parking on both sides Ferndale Drive from Dunlop Street to a point 170 metres north Summerset Drive/Bishop Drive.

This alternative is not recommended as vehicles parking in the bicycle lane create operational and safety concerns for cyclists as they are forced to enter into the adjacent travel lane designated for vehicles.

### **FINANCIAL**

18. The cost to implement the No Parking Anytime signage on Ferndale Drive between Dunlop Street and Summerset Drive/Bishop Drive would cost approximately \$3,500 which can be accommodated in the 2017 business plan.

### **LINKAGE TO 2014-2018 STRATEGIC PLAN**

19. The recommendations included in this Staff Report are related to well-planned transportation to improve roadway safety as identified in the 2014-2018 Strategic Plan.
20. The recommended motion will allow users of the bicycle lanes to travel this roadway unimpeded by parked vehicles encouraging alternate modes of transportation.



Appendix A

