

TO: GENERAL COMMITTEE

SUBJECT: ROAD DIET PROGRAM EXTENSION

WARDS: WARDS 6 and 9

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SUBMITTED BY: D. FRIARY
DIRECTOR OF ROADS, PARK, and FLEET

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

CHIEF ADMINISTRATIVE OFFICER APPROVAL: C. LADD
CHIEF ADMINISTRATIVE OFFICER

RECOMMENDED MOTION

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

Column A

"Ardagh Road

Column B

Both sides from County Road 27 to Patterson Road."

2. That the existing Road Diet Program be revised to include:
- a) Ardagh Road from County Road 27 to Patterson Road; and
 - b) Hurst Drive from Cox Mill Road to Bay Lane.

PURPOSE & BACKGROUND

3. The City of Barrie has recently passed 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.
4. A component of the MMATMP is a term called "road diet". Road diets are a reallocation of roadway from cars to vulnerable users. The eliminated / narrowed traffic or parking lanes can be used for other purposes:
- a) Widened sidewalks;
 - b) Bike facilities;
 - c) Greenery (trees, etc.);
 - d) Median islands; and
 - e) Other uses.

5. 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, bicyclists, pedestrians and motorists. These benefits include reduced vehicle speeds, reduced collisions and injuries, improved mobility and access, and improved livability and quality of life.
6. 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.
7. In the summer of 2014 the City implemented road diets on a few select roadways, as follows:
 - a) Hurst Drive between Big Bay Point Road and Cox Mill Road;
 - b) Livingstone Street between Anne Street and Kozlov Street; and
 - c) Prince William Way between Big Bay Point Road and Maplevue Drive.
8. 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.
9. Staff have received positive feedback from residents regarding the implementation of road diet segments.

ANALYSIS

10. The road diet for Ardagh Road was initially proposed on Ardagh Road from Ferndale Drive to County Road 27; however staff have reviewed extending the road diet from Ferndale Drive to Patterson Road to reduce motorist confusion. This extension is to improve the operation and safety of Ardagh 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;
 - d) Reducing operating speed; and
 - e) Remove the confusion from the painted shoulder on Ardagh Road.
11. The current parking on Ardagh Road between Patterson Road and County Road 27 will be prohibited; this prohibition is required to safely accommodate bicycle lanes. Please refer to Appendix "A" regarding the future cross-section of the above mentioned roadway segments.
12. Staff have shown little parking activity occurs on Ardagh Road in the painted shoulders sections, and vehicles traveling in the parking lanes cause operational and safety concerns. Prohibiting parking and implementing the bicycle lanes with a centre turn lane will improve traffic operations and will not negatively impact area residents as little to no on-street parking occurs.

13. An information letter was issued to area residents on Ardagh Road between County Road 27 and Ferndale Drive to notify them regarding implementing No Parking Anytime on the selected roadways for road diets. Residents were not solicited for their feedback regarding the No Parking as this recommendation was part of the MMATMP which provided public meetings for residents to voice their concerns.
14. A secondary letter was issued to area residents on Ardagh Road between Ferndale Drive and Patterson Road to obtain their feedback regarding the implementation of the road diet and the removal of the current on-street parking.

The questionnaire was prepared and mailed to 49 property owners on Ardagh Road. Results of the Parking Questionnaire responses are as follows:

ARDAGH ROAD ROAD DIET SURVEY	RESPONSES RECEIVED	PERCENTAGE OF RESPONSES
Option A: The current on-street parking and lane configuration remain in place on Ardagh Road between Ferndale Drive and Patterson Road.	3	50%
Option B: That a road diet be implemented and on-street parking be prohibited to improve the operation and safety of Ardagh Road between Ferndale Drive and Patterson Road.	3	50%
TOTAL (out of 49)	6	12%

15. Residents expressed concerns regarding the removal of on-street parking as the existing parking lane provides a buffer for vehicles backing out of their driveways onto a four (4) lane roadway. Staff did consider this and do not have any concerns as the bicycle lane will still provide a reduced buffer for vehicles to be able to partially enter the roadway without entering the travel lane.
16. With the reduction of Ardagh Road from four (4) lanes to two (2) lanes with a two-way left turn lane vehicle speeds should reduce and improve egress/ingress into residential driveways.
17. As a result of amending the original road diet on Ardagh Road from County Road 27 to Ferndale Drive, to now be Ardagh Road from County Road 27 to Patterson Road, on-street parking will need to be prohibited.
18. Staff recommend that Traffic By-law 80-138 Schedule "A" "No Parking Any Time" be amended to add the following:

Column A

"Ardagh Road

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Both sides from County Road 27 to Patterson Road."

19. On April 20, 2015 City Council adopted Motion 15-G-077 regarding investigating the extension of the Road Diet on Hurst Drive:
- "That staff in the Roads, Parks and Fleet Department in consultation with the Engineering Department, investigate the feasibility, design options and costs associated with extending the Hurst Drive road diet west on Hurst Drive to Tollendal Mill Road, provide recommendation regarding the conversion of the right lane into a turning lane / bike lane only, with only the left lane for through traffic, as appropriate and report back to General Committee."
20. The road diet for Hurst Drive was originally designed and implemented from Big Bay Point Road to Cox Mill Road, however staff has reviewed extending it from Cox Mill Road to Bay Lane to encourage active transportation and reduce driver confusion (see Appendix "B"). This extension will improve the operation and safety of Hurst Drive 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) Maintain a two way left turn lane for residents turning into their driveways and side streets while improving the safety and operation;
 - c) Reducing operating speed; and
 - d) Extend the existing bike lane on Hurst Drive.
21. Currently parking on Hurst Drive between Cox Mill Road and Bay Lane is prohibited, which complements the extension of the road diet.
22. An information letter was issued to the residents of Tollendal Village to notify them regarding the extension of the road diet on Hurst Drive.
23. Staff reviewed the operation of the intersection of Hurst Drive and Tollendal Mill Road to consider maintaining the westbound right turn lane. The volume of this movement is quite low and would not warrant the introduction of a designated right turn lane. Staff recommends that the cross section be consistent with the surrounding road diet with a two-way left turn lane, and a through-lane with associated bike lane for each eastbound and westbound traffic. This also improves sightlines for traffic turning out of Tollendal Mill Road and Bay Lane.
24. The costs associated with the extension of the road diet on Hurst Drive can be accommodated within the 2015 budget.
25. Staff recommend that the road diet be extended on Hurst Drive from Cox Mill Road to Bay Lane.
26. Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law & Prosecution Services do not oppose the recommended motion.
27. Staff will continue to monitor the capacity of the selected roadways to ensure sufficient service levels are maintained.

ENVIRONMENTAL MATTERS

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

ALTERNATIVES

29. The alternatives available for consideration by General Committee:

Alternative #1

General Committee could decide not to prohibit parking on Ardagh Road between Country Road 27 and Patterson Road.

This alternative is not recommended as the roadways could not be properly converted to the four (4) lane cross section to one (1) lane per direction, a centre two way left turn lane, and bicycle lanes.

Alternative #2

General Committee could decide not to extend the road diet on Hurst Drive between Cox Mill Road and Bay Lane.

This alternative is not recommended as the road diet extension increases safety and reduces speeding on Hurst Drive.

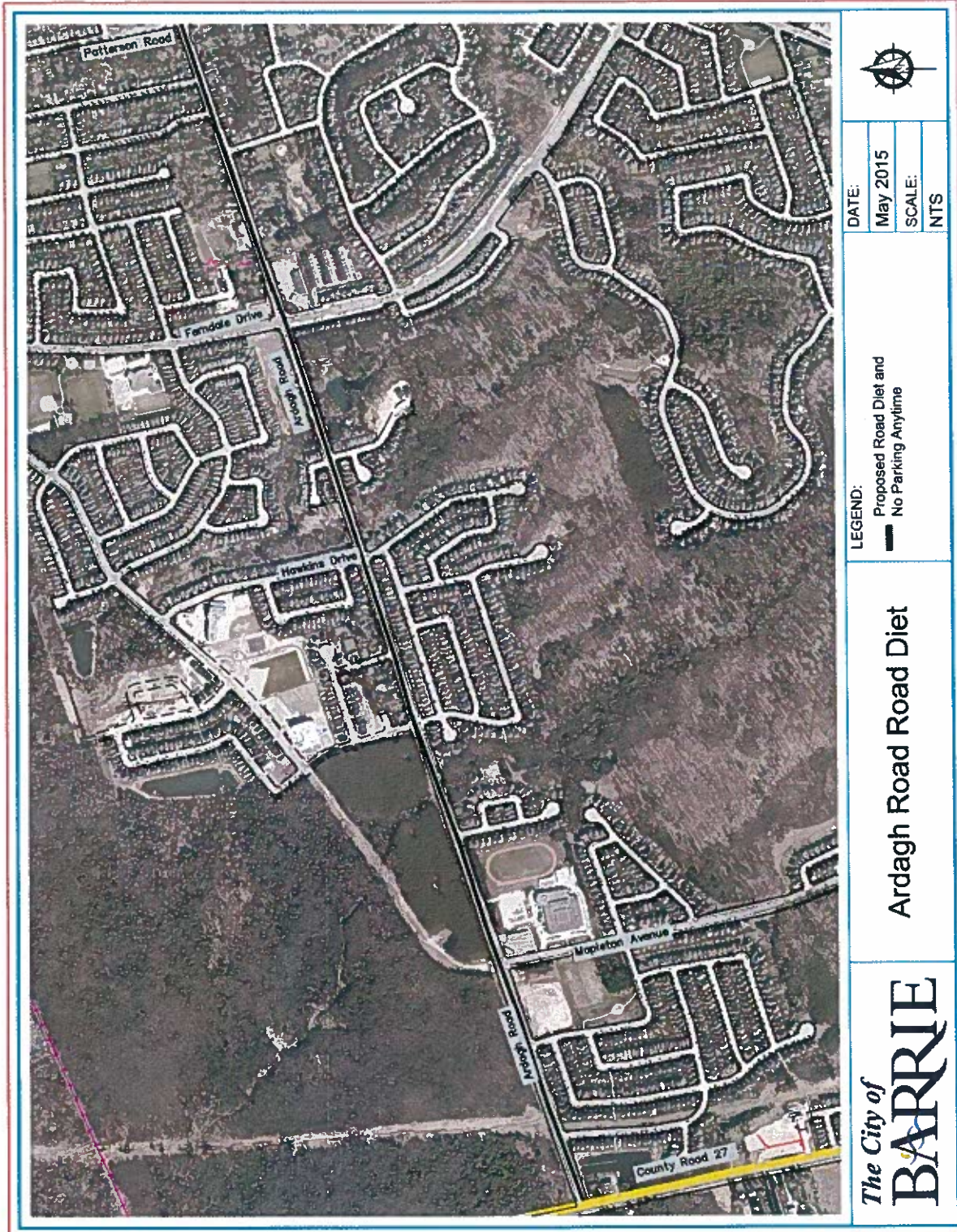
FINANCIAL

30. The cost to implement the No Parking Anytime on Ardagh Road would be approximately \$18,000 which can be accommodated within the 2015 Operating Budget.
31. The cost to extend the road diet on Hurst Drive would be approximately \$10,000 which can be accommodated within the 2015 Operating Budget.
32. The cost savings associated with the removal of the proposed road diets on Madelaine Dr. and Dean Avenue will be reallocated to fund the recommended motions.

LINKAGE TO COUNCIL STRATEGIC PRIORITIES

33. The recommendation(s) included in this Staff Report are specifically related to the goals identified in the 2014-2018 Strategic Plan.
- Well Planned Transportation
34. The proposed measures will reduce speeds and encourage cycling. This will improve road safety and improve options to get around.

Appendix A



DATE: May 2015
SCALE: NTS

LEGEND:
Proposed Road Diet and
No Parking Anytime

Ardagh Road Road Diet

The City of
BARRIE

Appendix B

