
TO: GENERAL COMMITTEE

SUBJECT: ROAD DIETS NO PARKING ANYTIME

WARDS: WARD 4,5,6,9,10

PREPARED BY AND KEY CONTACT: J. MACDONALD, C.E.T.
TRANSPORTATION TECHNOLOGIST (EXT. 5178)

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

GENERAL MANAGER APPROVAL: D. FRIARY
GENERAL MANAGER OF INFRASTRUCTURE & GROWTH MANAGEMENT
(ACTING)

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 delete the following:

Dean Avenue Both Sides from Madelaine Drive to Russel Hill Drive."

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

Ardagh Road Both sides from County Road 27 to Ferndale Drive."

Cundles Road Both sides from Anne Street to Leacock Road."

Dean Avenue Both sides from Big Bay Point Road to Madelaine Drive."

Ferndale Drive Both sides from Benson Drive to Livingstone Street."

Hurst Drive Both sides from Big Bay Point Road to Cox Mill Road."

Madelaine Drive Both sides from Yonge Street to Mapleview Drive."

Prince William Way Both sides from Big Bay Point to Mapleview Drive."

PURPOSE & BACKGROUND

3. The City of Barrie has recently passed its Multi-modal Active Transportation Master Plan (MMATMP). The objective of this Master Plan is to reduce auto-dependence and to give people increased mobility choices, an update to active transportation policies is needed to shift from auto-oriented development to multi-modal development.

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.
4. 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.
5. 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.
6. The following roadways were selected to have road diets completed on them:
- a) Ardagh Road between Ferndale Drive and County Road 27;
 - b) Cundles Road between Anne Street and Leacock Drive;
 - c) Dean Avenue between Madelaine Drive and Big Bay Point Road ;
 - d) Ferndale Drive between Benson Drive and Livingstone Street;
 - e) Hurst Drive between Big Bay Point Road and Cox Mill Road;
 - f) Livingstone Street between Anne Street and Kozlov Street;
 - g) Madelaine Drive between Yonge Street and Maplevue Drive; and
 - h) Prince William Way between Big Bay Point Road and Maplevue Drive.

ANALYSIS

7. The purpose of this staff report is to address the removal of on-street parking on the selected roadway segments and to all road diets to properly convert the four (4) lane cross section to one (1) lane per direction; a centre two way left turn lane, and bicycle lanes.
8. A letter will be issued to area residents 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.
9. Barrie Police Service, Barrie Fire and Emergency Service and Municipal Law & Prosecution Services do not oppose the recommended motion.
10. Staff will continue to monitor the capacity of the selected roadways to ensure sufficient level of services is maintained.

ARDAGH ROAD

11. Ardagh Road between Ferndale Drive and County Road 27 is a four (4) lane arterial roadway with sidewalks on both sides. There are residential driveways along a portion of the south side of the roadway with multiple local and collector roadway connections. Ardagh Road is also a designated bus route and walking route to Ardagh Bluffs Public School and St. Catherine of Siena Elementary School located on Summerset Drive, and St. Joan of Arc Secondary School on Mapleton Avenue. Please refer to Appendix "A".
12. Currently, vehicles are permitted to park on Ardagh Road between Ferndale Drive and County Road 27. Staff recommend implementing No Parking Anytime on Ardagh Road Drive between Ferndale Drive and County Road 27 to be able to properly convert the four (4) lane cross section to one (1) lane per direction; a centre two way left turn lane, and bicycle lanes.

CUNDLES ROAD

13. Cundles Road between Anne Street and Leacock Drive is a four (4) lane arterial roadway with a sidewalk on the south side. There are no residential driveways accessing Cundles Road between Anne Street and Leacock Drive. Please refer to Appendix "B".
14. Currently, vehicles are permitted to park on Cundles Road between Anne Street and Leacock Drive. Staff recommend implementing No Parking Anytime on Cundles Road between Anne Street and Leacock Drive to be able to properly convert the four (4) lane cross section to one (1) lane per direction; a centre two way left turn lane, and bicycle lanes.

DEAN AVENUE

15. Dean Avenue between Madelaine Drive and Big Bay Point Road is a four (4) lane collector roadway with sidewalks on both sides. There are residential driveways on the west side of Dean Avenue. Dean Avenue is also a designated bus road and walking route to Ecole La Source elementary school located at the intersection of Dean Avenue and Madelaine Drive. Please refer to Appendix "C".
16. Currently, vehicles are not permitted to park on Dean Avenue between Madelaine Drive and Russell Hill Drive. Staff recommend extending the current No Parking Anytime on Dean Avenue between Madelaine Drive and Russell Hill Drive be extended to Big Bay Point Road to be able to properly convert the four (4) lane cross section to one (1) lane per direction; a centre median, and bicycle lanes.

FERNDALE DRIVE

17. Ferndale Drive between Benson Drive and Livingstone Street is a four (4) lane collector roadway with sidewalks on both sides. There are residential driveways on both sides of Ferndale Drive between Benson Drive and Livingstone Street. There is a pedestrian signal near the intersection of Ferndale Drive and Benson Drive which provides a signalized crossing for the Trans Canada Trail. Please refer to Appendix "D".
18. Currently, vehicles are permitted to park on both sides of Ferndale Drive between Benson Drive and Livingstone Street. Staff recommend implementing No Parking Anytime on Ferndale Drive between Benson Drive and Livingstone Street to be able to properly convert the four (4) lane cross section to one (1) lane per direction; a centre two way left turn lane, and bicycle lanes.

HURST DRIVE

19. Hurst Drive between Big Bay Point Road and Cox Mill Road is a four (4) lane arterial roadway with sidewalks on both sides and is a designated transit route. There are residential driveways on both sides of roadway. Please refer to Appendix "E".
20. Currently, vehicles are permitted to park on Hurst Drive between Big Bay Point Road and Cox Mill Road. Staff recommend implementing No Parking Anytime on Hurst Drive between Big Bay Point Road and Cox Mill Road to be able to properly convert the four (4) lane cross section to one (1) lane per direction; a centre two way left turn lane, and bicycle lanes.

LIVINGSTONE STREET

21. Livingstone Street between Anne Street and Kozlov Street is a four (4) lane arterial roadway with sidewalks on both sides. There are residential driveways on the west side of Dean Avenue. Livingstone Street is also a designated bus route and walking route to West Bayfield Elementary School located on Ford Street just north of Livingstone Street. Please refer to Appendix "F".
22. Currently, vehicles are not permitted to park on Livingstone Street between Anne Street and Kozlov Street.

MADELAINE DRIVE

23. Madelaine Drive between Yonge Street and Mapleview Drive is a four (4) lane collector roadway with sidewalks on both sides. There are residential driveways on both sides of Madelaine Drive. Madelaine Drive is a walking route to Ecole La Source elementary school located at the intersection of Dean Avenue and Madelaine Drive. Please refer to Appendix "G".
24. Currently, vehicles are permitted to park on Madelaine Drive between Yonge Street and Mapleview Drive. Staff recommend implementing No Parking Anytime on Madelaine Drive between Yonge Street and Mapleview Drive to be able to properly convert the four (4) lane cross section to one (1) lane per direction; a centre two way left turn lane, and bicycle lanes.

PRINCE WILLIAM WAY

25. Prince William Way between Big Bay Point Road and Mapleview Drive is a four (4) lane collector roadway with sidewalks on both sides. There are residential driveways along both sides of Prince William Way. Prince William Way between Big Bay Point Road and Mapleview Drive is also a designated bus road and walking route to St. Gabriel the Archangel Catholic Elementary School located the corner of Prince William Way and The Queensway/Coronation Parkway. Please refer to Appendix "H".
26. Currently, vehicles are permitted to park on Prince William Way between Big Bay Point Road and Mapleview Drive. Staff recommend implementing No Parking Anytime on Prince William Way between Big Bay Point Road and Mapleview Drive to be able to properly convert the four (4) lane cross section to one (1) lane per direction; a centre two way left turn lane, and bicycle lanes.

ENVIRONMENTAL MATTERS

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

ALTERNATIVES

28. The alternative available for consideration by General Committee:

Alternative #1

General Committee could decide not to prohibit parking on the roadways selected for road diets.

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.

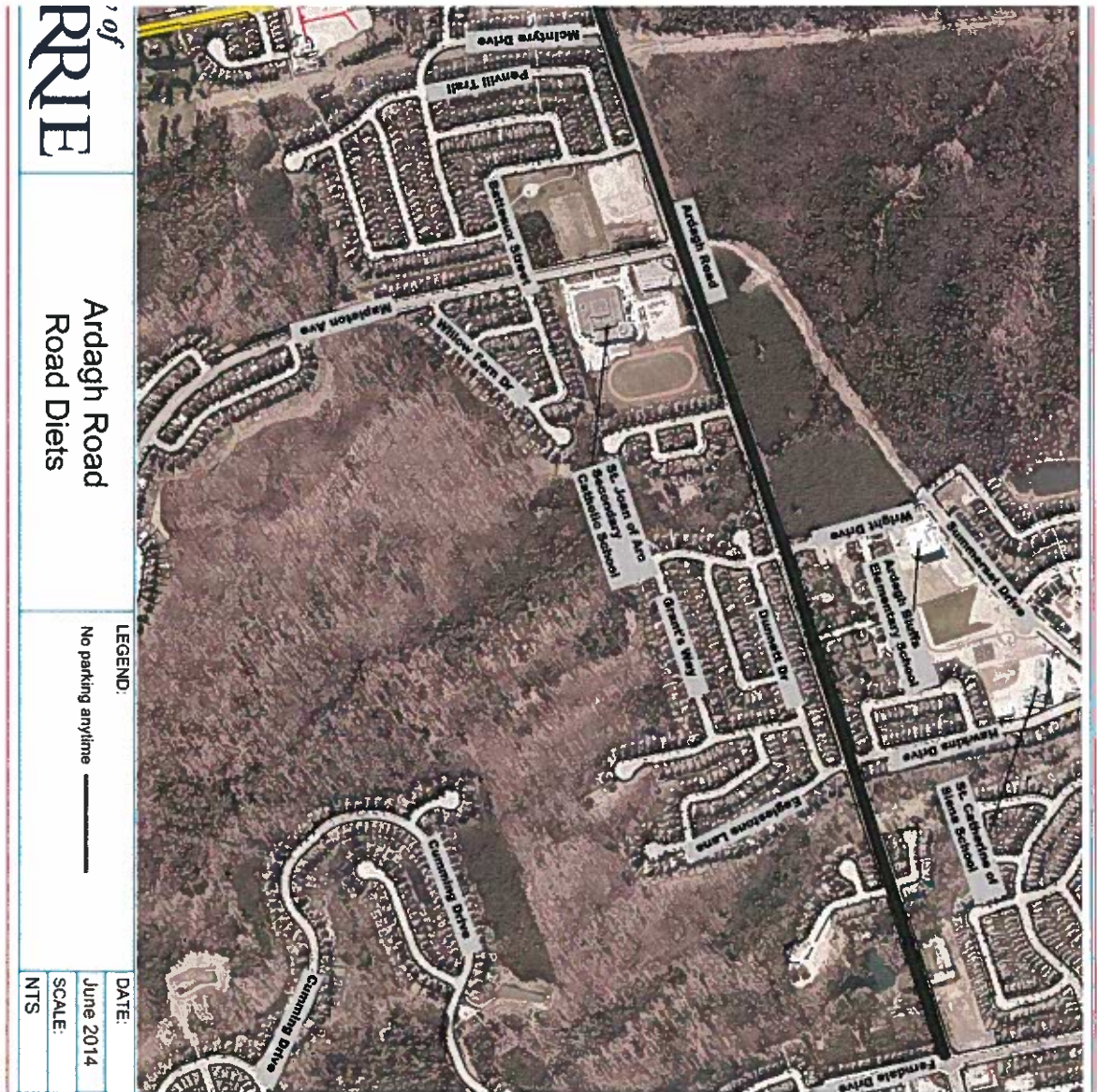
FINANCIAL

29. The cost to implement the No Parking Anytime on the roadways selected for road diets would cost approximately \$20,500 which can be accommodated in the 2014 business plan.

LINKAGE TO COUNCIL STRATEGIC PRIORITIES

30. The recommendations included in this Staff Report are not specifically related to the goals identified in the 2010-2014 City Council Strategic Plan.

Appendix A



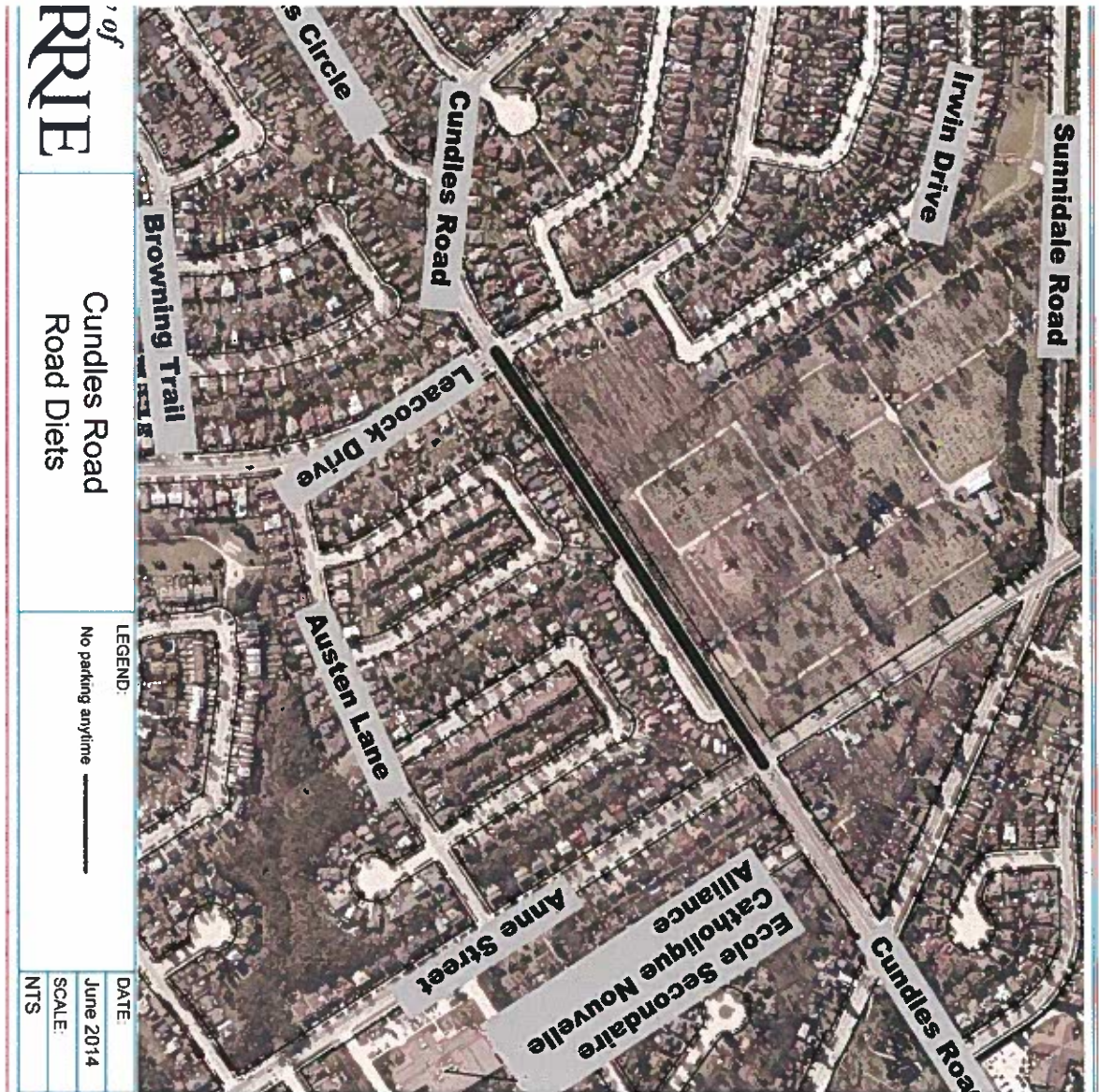
City of
RRIE

Ardagh Road
Road Diets

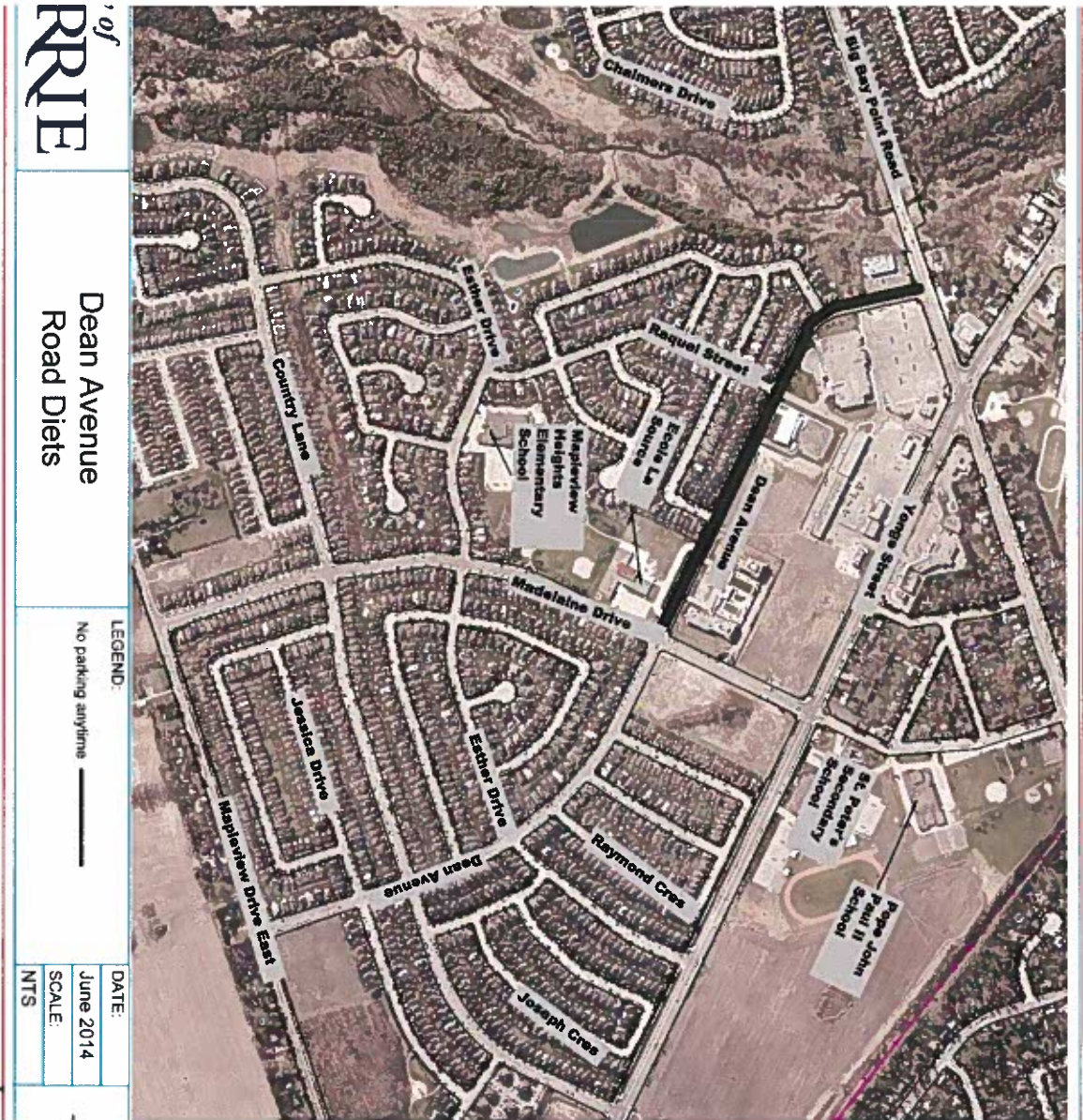
LEGEND:
No parking anytime ———

DATE:
June 2014
SCALE:
NTS

Appendix B



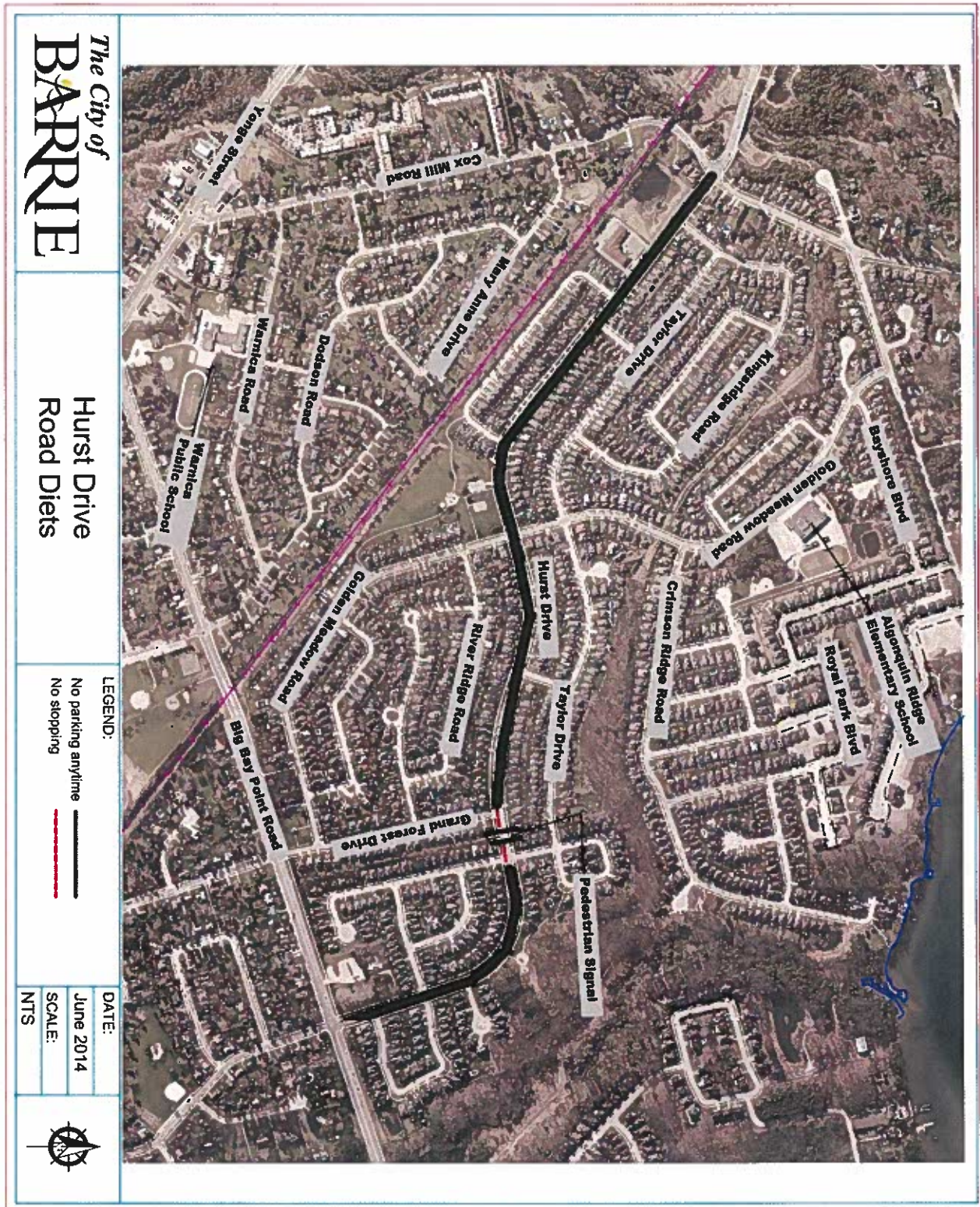
Appendix C



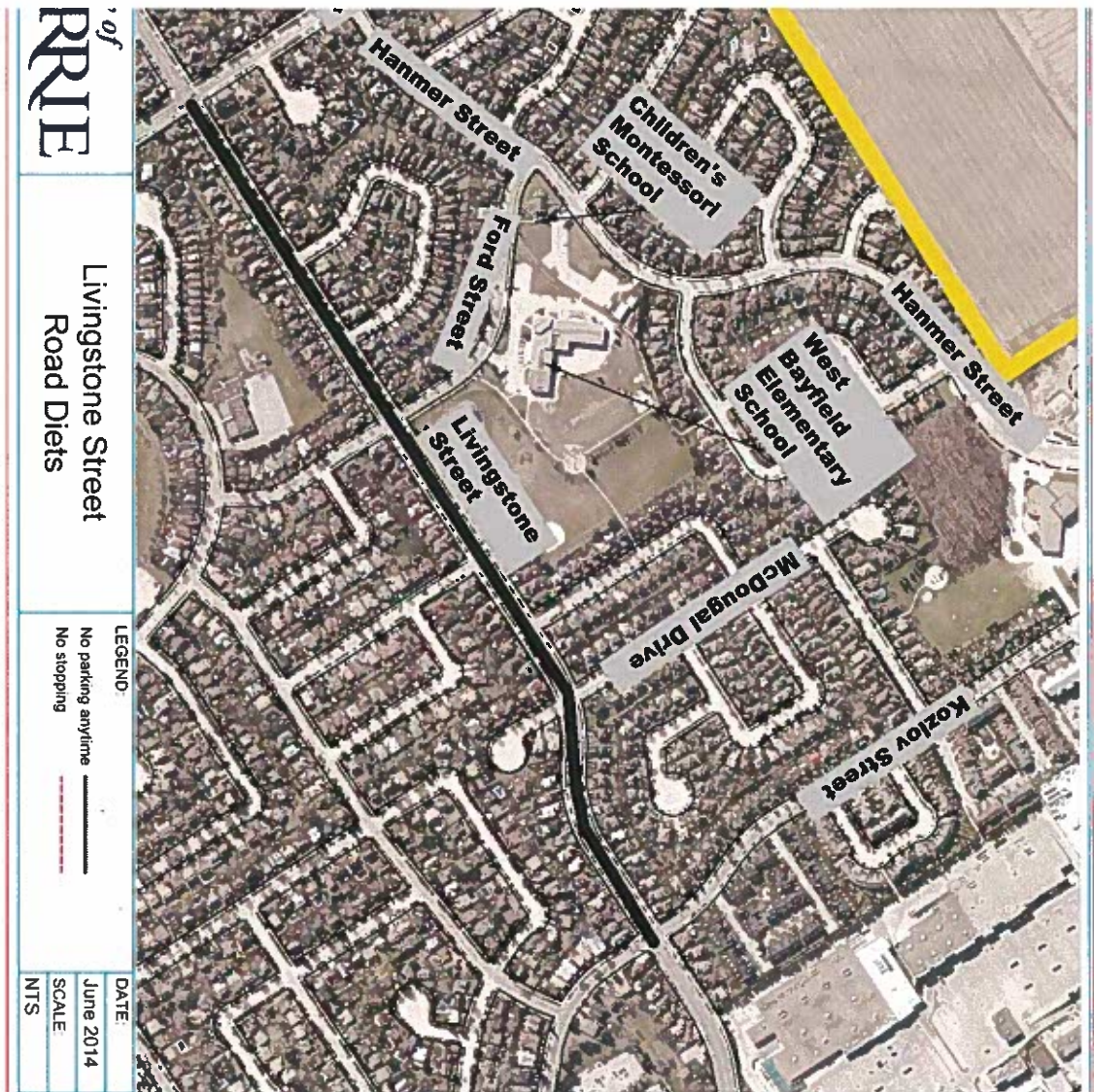
Appendix D



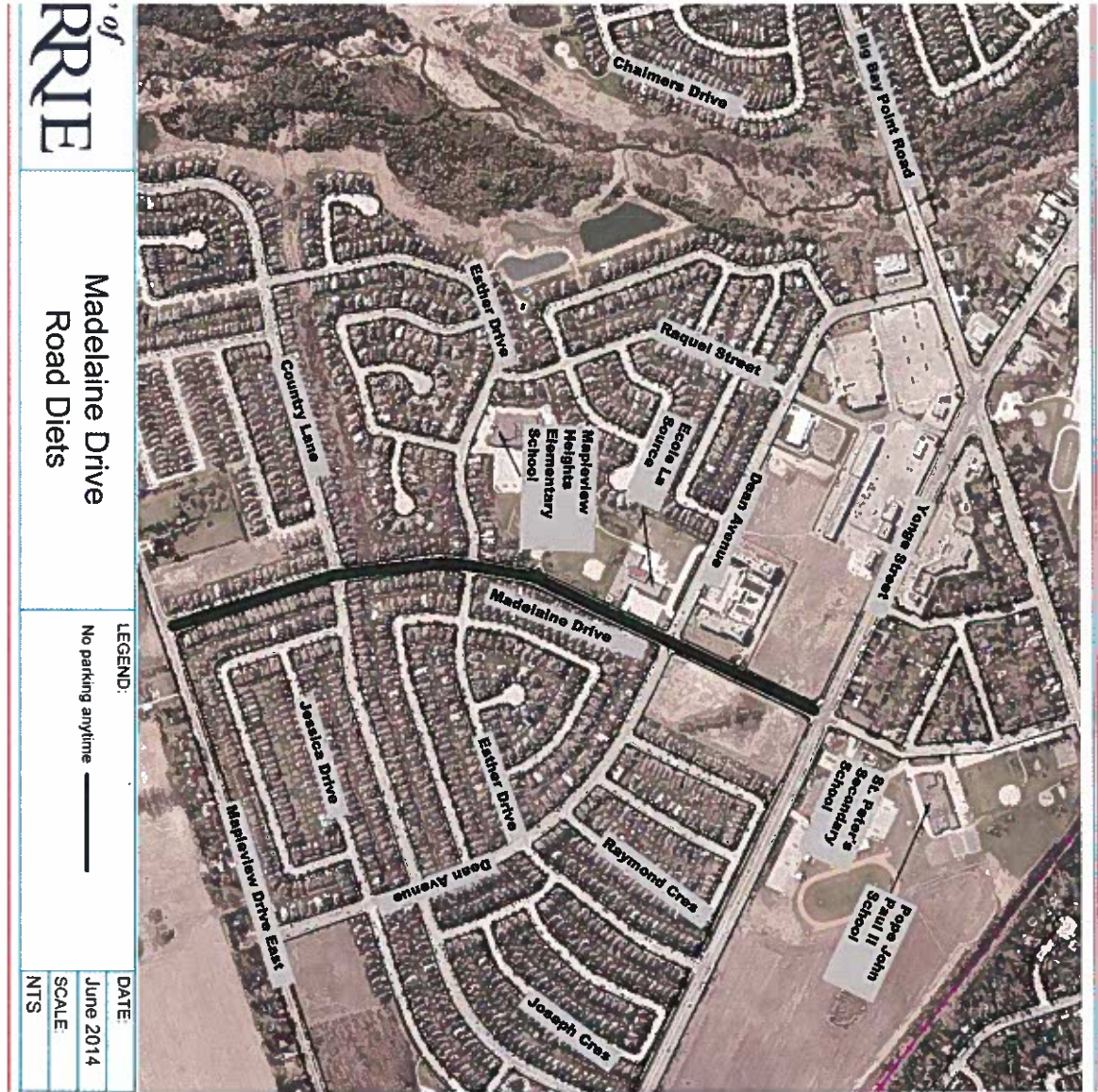
Appendix E



Appendix F



Appendix G



Appendix H

