

DECISION/DIRECTION NOTE

Title: Temporary Parking Restrictions in Airport Heights

Date Prepared: 2019.11.19

Report To: Committee of the Whole

Councillor and Role: Councillor Sandy Hickman

Ward: 1

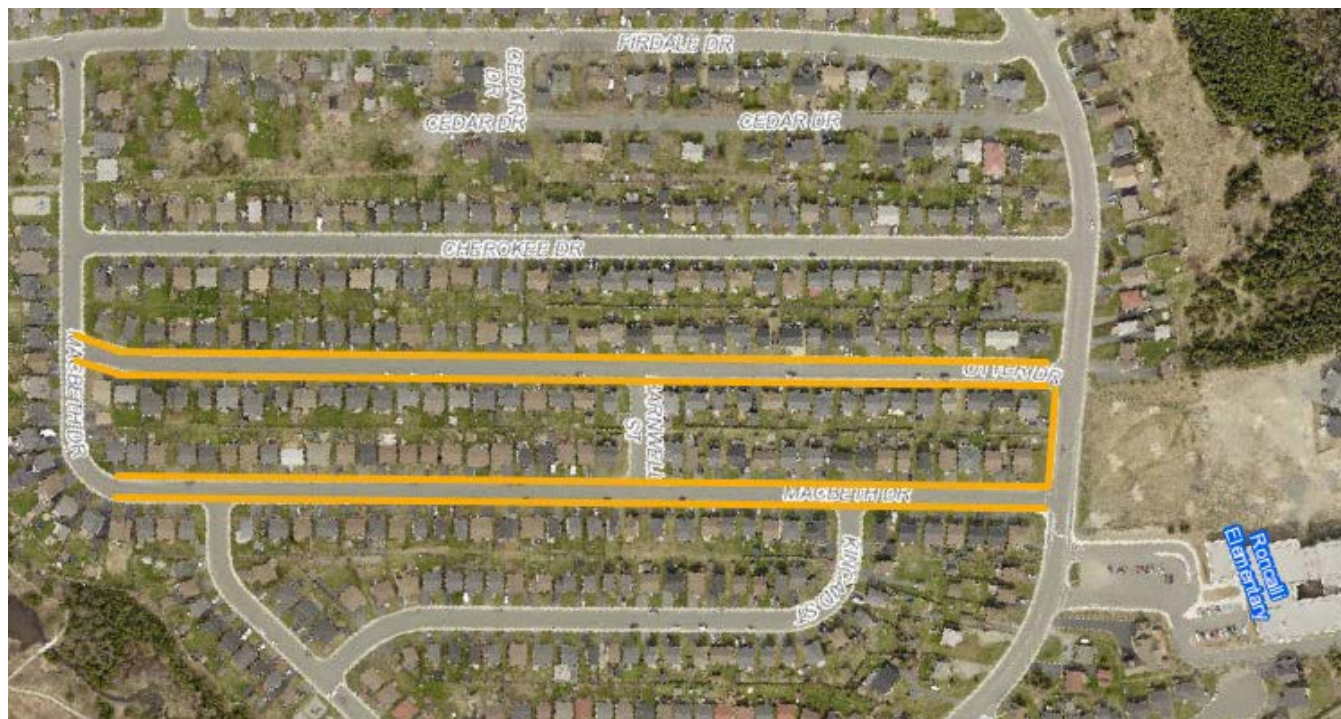
Decision/Direction Required:

Whether or not to proceed with a temporary parking restriction in this area.

Discussion – Background and Current Status:

Some residents in the vicinity of Macbeth Drive at Airport Heights Drive have expressed concerns regarding on street parking related to the construction of the Lane Retirement Home. Topics raised include safety of pedestrians (particularly students at Roncalli Elementary School), placement of bins for automated waste collection, and constraints on the road following a snowfall.

Staff have investigated the merits of placing a temporary parking restriction on Macbeth Drive, Otter Drive, and Airport Heights Drive between these two side streets. From 2019.12.24 to 2020.01.01 the restriction contemplated would be lifted. The area considered is shown below.



ST. JOHN'S

Staff have discussed this issue with the construction contractor for the Lane Retirement Home. The builder has indicated that current staff will be on site until Christmas. In the new year it is expected that staff numbers will be drastically reduced.

Our normal process for a new parking restriction would follow the following steps:

- 1) Determine if this is a long term concern
 - a) If the concern is long term:
 - i) determine a restriction that would address the concerns raised
 - ii) conduct a survey of affected residents to see if they want a restriction
 - iii) if a 60% majority of residents want a restriction then it proceeds to implementation
 - b) If the concern is not long term:
 - i) identify the temporary influence and work with them to mitigate the concern
 - ii) monitor until the temporary conditions are no longer present

Making the temporary change as discussed would circumvent this process. If the restriction were referred to this process the underlying temporary condition would likely have passed before anything was implemented.

If this temporary restriction were put in place approximately 52 parking signs will be required with the use of 29 existing light standards and 23 temporary U-Channel posts. Each U-Channel post would require a base be poured. This would require Newfoundland Power locates, a process which can take several weeks.

It is estimated that ordering and installing the signs would take approximately one week plus the time mentioned above to coordinate NL Power locates. The material cost is estimated at \$5,000. Snowfall or other adverse weather could delay installation further.

Removing/covering and reinstalling the signs for the Christmas break is not considered practical but would be required to ensure there are no confusion with enforcement and general public. The RNC could also issue tickets on these signs so if they are covered up then there is no concern about confusion with enforcement.

These residential side streets are built to our former specification that includes 11.5m between the curbs. 2.4m for parking lanes on either side and 3.35m for a driving lane in each direction. These lanes are reasonably sized to provide 2 sided parking on a two-way residential street. Not at the minimum and not too wide. If we eliminate parking we effectively add the 2.4m parking lanes to the available driving space making the street function as two very wide travel lanes. With this much space open to drivers the result would be higher speeds. This is not something that improves safety on the road.

Temporary conditions, such as development projects are present all across the City at various times. The restriction contemplated would set a precedent for similar action in other areas where concerns are raised about parking by builder employees. Continued actions such as this

would represent a significant strain on City resources to address what is intrinsically a temporary condition.

In situations such as this it is often found that the impact to the neighbours is greater than the original concern raised by a smaller group of residents. The people who live adjacent to this restriction would no longer be able to park in front of their homes, nor would visitors or service providers.

Where there is a demand for parking the drivers, who need parking will find a spot for their vehicle. In some scenarios this can mean a shift away from single occupant vehicles which is a positive change to the transportation system. However, transient work sites are not conducive to this benefit and the more typical response is that the parking behavior is shifted to another nearby location. This might mean a location where parking is not appropriate or a location that sees the perceived burden of this parking shifted to another resident in the immediate vicinity.

Key Considerations/Implications:

1. Budget/Financial Implications:
Material cost is estimated at \$5,000. This would normally come from the sign budget. However, this budget is nearly expended for the year and may not support this work.
2. Partners or Other Stakeholders:
Roncalli Elementary School
Lane Retirement Home
3. Alignment with Strategic Directions/Adopted Plans:
N/A
4. Legal or Policy Implications:
Tickets for violating this restriction would be issued under the Ticketing Amendment By-Law and not the Snow Clearing By-Law. To prosecute these tickets successfully, adequate signage is required. The restriction can only be lifted by removal/covering of the signs.
5. Privacy Implications:
N/A
6. Engagement and Communications Considerations:
Prior to a parking restriction being implemented, proper signage in the area and a direct notice delivered to area residents would be needed to explain the details and reason for the restriction. This could also be supported with a PSA and social media promo (a Councilor could post in Airport Heights Facebook page for example).

7. Human Resource Implications:

N/A

8. Procurement Implications:

N/A

9. Information Technology Implications:

N/A

10. Other Implications:

N/A

Recommendation:

Do not implement a temporary parking restriction in Airport Heights.

Prepared by/Date:

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Approved by/Date:

Jason Sinyard, Deputy City Manager – Planning Engineering & Regulatory Services

Attachments: N/A