

**Subject: Residential On-Street Parking Study****APPROVALS:****Annette Antoniak**\_\_\_\_\_  
Director\_\_\_\_\_  
Chief Administrative Officer**Recommended Motion:**

1. THAT Council accept recommendations to mitigate safety concern listed as item one on Attachment 1, Recommendations of Residential On-Street Parking Study, with public engagement prior to implementation.
2. THAT Council accept recommendations to mitigate safety concerns listed as items two through nine on Attachment 1, Recommendations of Residential On-Street Parking Study, Implementation by Administration.

**Summary:**

The Residential On-Street Parking Study followed a Council resolution adopted on November 24, 2015. Council directed Administration to complete an in-depth parking study and to develop a strategy to enhance public safety on residential streets. In response to Council's resolution, Administration initiated the Residential On-Street Parking Study in early 2016. This report summarizes the study and presents findings for Council's consideration.

**Background:**

At the July 7, 2015 Council meeting, Council members expressed concerns about safety on residential streets and adopted a resolution instructing Administration to complete a review of all Municipal bylaws, policies and standards related to residential streets.

Administration completed the review of residential streets and recommended an in-depth study. On November 24, 2015 Council unanimously adopted a motion "that Administration complete an in-depth parking study to develop an on-street parking strategy to ensure public safety on each residential street for Council consideration no later than August 30, 2016". The Residential On-Street Parking Study was initiated in 2016 and coordinated by Engineering with input from Planning and Development, Public

Works, Bylaw and Regional Emergency Services. The project was put on hold after the 2016 wildfire due to rebuild activities.

The initial scope of the study included residential streets in Abasand, Beacon Hill, Waterways, Wood Buffalo, Timberlea, Dickinsfield, Thickwood Heights, Lower Townsite and Prairie Creek. The study resumed in 2017 and was completed in March 2018 excluding the fire impacted neighborhoods. To provide practical recommendations related to setback compliance, a pilot study was undertaken to confirm that the 10m setback was effective after the installation of awareness signs. The original scope of the project was then expanded to accommodate additional tasks including GIS mapping and the pilot study.

The study focused on traffic safety concerns on residential streets in the urban area. It involved data collection, assessment of on-street parking supply and demand (availability versus need for parking) and review of current parking related bylaws. Data collection included roadway widths, locations of stop signs, yield signs, 'No Parking' signs, fire hydrants, driveways, transit stops, pedestrian crossings and intersection sight triangles. The authors of the study reviewed the RMWB Roads & Transportation Bylaw and the Engineering Servicing Standards. They also reviewed standards and policies in other Canadian cities, including the national design guidelines of the Transportation Association of Canada (TAC).

The study identifies nine safety concerns and provides recommendations (see Attachment 1). The first recommendation is item one on Attachment 1 which involves allocating a minimum 9m of street pavement width for both sides parking, and 6.5m for one side parking. Implementing this recommendation will impact 12 streets where parking will be restricted to one side only (see Attachment 2). If adopted, the recommendations will improve traffic safety on residential streets, but will impact residents by imposing parking restrictions.

The study analyzed all items related to traffic and pedestrian safety on residential streets. One of the safety concerns was setback distance from intersections. The study found that the current 10m setback bylaw from an intersection is adequate. However, the study also found motorists park too close to intersections. A pilot project was conducted to determine parking behaviours related to setback compliance from stop signs. A sticker stating 'No Parking within 10m' was placed on a stop sign face. Setback compliance improved. Such a message may be applied wherever setback compliance is needed.

### **Alternatives:**

Restrictions on parking on residential streets could be a choice of residents who live on such streets. If most households agree to parking restrictions, the next step would be to seek Council's approval.

**Budget/Financial Implications:**

Increase in operating budget to fund the cost of additional traffic signs.

**Rationale for Recommendation:**

Some residential streets were constructed prior to current standards and bylaws. Therefore, a closer look into improving traffic safety on such streets is necessary.

Some residents are not fully aware of the current setback bylaw at intersections. The recommendations will improve public awareness.

Currently the Roads and Transportation Bylaw does not have guidelines for parking related to street width. The recommendations will provide such guidelines.

**Strategic Priorities:**

Responsible Government

**Attachments:**

**1. Recommendations of Residential On-Street Parking Study**

**2. Impacted Roadways**

**Presentation - Residential On-Street Parking**