



Corporate Report

Report from Transportation & Environmental Services, Operations

Date of Report: July 23, 2013

Date of Meeting: August 12, 2013

Report Number: TES-225-2013

File: 77.34.99, 77.37.99

Subject: Permilla Street – Traffic and Parking Changes

Recommendation

That Council direct staff to implement an all-way stop at the intersection of Permilla Street and McDonald Street; and

That Council direct staff to convert the 8 am to 5 pm, Monday to Friday, parking prohibition on the south side of Permilla Street from Ambrose Street to McDonald Street to no parking anytime; and

That Council direct staff to prohibit parking on the north side of Permilla Street from McDonald Street to Henrietta Street; and

Further, that the City Solicitor be directed to prepare the necessary by-law.
FORTHWITH

Background

In response to concerns regarding GO Bus routing and resident concerns regarding vehicular volume and speeds, City staff undertook a traffic and parking study on Permilla Street.

Report

Permilla Street is an east / west local road running parallel to St. Paul Street West carrying approximately 300 vehicles a day. Walkinshaw Park is located on the north side of Permilla Street between McDonald Street and Henrietta Street.

Earlier this year, staff received a complaint that, during their 2012 operation, GO Buses were using Ambrose Street when leaving the VIA station on Great Western Street. When GO Buses were first proposed, staff identified a route to St. Paul Street West via Permilla Street and Dexter Street as the preferred route. This routing was presented to GO Transit who were amenable to using this route. However, they noted that the current parking prohibitions on the south side of Permilla Street only prohibited parking from Monday to Friday, 8 am to 5 pm from Ambrose Street to McDonald Street. The GO buses would be using the route

outside of these hours, when parking was permitted. The time limited parking was installed to address concerns with Grey Gables School, which has been closed for some time. As a result, staff are recommending that the time limited parking prohibition be changed to no parking anytime from Ambrose Street to McDonald Street.

Walkinshaw Park fronts on the north side of Permilla Street from McDonald Street to Henrietta Street. Parking is currently prohibited along a portion of this frontage from 8 am to 10 pm. Staff believe the purpose of this prohibition was to remove parking near the backstop of the baseball diamond. Staff are recommending that this time limited parking prohibition be removed, and that parking be prohibited along the entire park frontage (McDonald Street to Henrietta Street).

If approved, the proposed parking changes will limit parking to one side along the entirety of Permilla Street. A diagram outlining the parking changes can be found in Appendix "1" attached.

In addition to the proposed parking changes, staff are recommending the installation of an all-way stop at the intersection of Permilla Street and McDonald Street. When staff looked at all-way stops as part of the School Zone Policy, it was noted that many of the same principles for schools applied to parks. As such, when reviewing streets with parks, staff will determine if it would be advantageous to install an all-way stop to facilitate pedestrian access to the park. Given the location of the intersection with respect to the park, staff feel that an all-way stop would be beneficial.

Prior to preparing the report, staff delivered letters to the residents outlining the proposed traffic and parking changes. Six (6) responses were received. There was unanimous support for the all-way stop. The response to the proposed parking changes was split. Those in favour felt that the street was too narrow to have parking on both sides of the street. Those opposed were concerned with the availability of on-street parking.

Staff's position from the onset was that parking should be prohibited on one side of Permilla Street, and that an all-way stop should be installed at the intersection of Permilla Street and McDonald Street. Upon review of the responses from the residents, staff's position remains unchanged.

Financial Implications

The cost of converting the intersection to an all-way stop control and the installation of the parking prohibitions is expected to be approximately \$2,000. These costs will be funded by the annual operating budget (Traffic Safety Devices).

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Approved by: Ron Tripp, P. Eng., Director

Permilla Street Proposed Traffic and Parking Changes

