



## Corporate Report

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**Report from** Transportation & Environmental Services, Operations

**Date of Report:** May 30, 2013

**Date of Meeting:** June 24, 2013

**Report Number:** TES-169-2013

**File:** 77.34.99

**Subject:** Skipper Court - Parking Prohibitions

### Recommendation

That Council approve the implementation of no parking anytime prohibitions on the west side of Skipper Court from a point 22 metres south of Elm Street to a point 104 metres south of Elm Street (on the east side of Skipper Court); and

That the City Solicitor be requested to prepare the necessary by-law. FORTHWITH

### Background

Staff are in receipt of a request to prohibit parking on the west side of Skipper Court due to limited vehicle maneuverability and sight line concerns. In response to this request, staff have undertaken a review of the area and offer the following for Council's consideration.

### Report

Skipper Court (formerly known as Birch Street) is a cul-de-sac running south of Elm Street on the east side of Merritt Street. The road provides access to two residences, local businesses and a works yard for Trillium Railway. The road carries a mix of vehicle types including transport truck traffic. Skipper Court is 8.5 metres wide.

Parking prohibitions were installed near the Elm Street/Skipper Court intersection in 2011 due to concerns from Trillium Railway regarding truck access and movement to their works yard. Parking is currently prohibited on both sides of Skipper Court to a point 22 metres south of Elm Street.

In this instance, staff were requested to investigate the feasibility of prohibiting parking on the west side of the road due to concerns about parked vehicles encroaching on driveways, general vehicle maneuverability and sight lines. It should be noted that there is appreciable on street parking demand in this area during weekdays, largely from local businesses.

In response to this request, staff have undertaken the necessary reviews and support the prohibition of parking on the west side of Skipper Court to a point

adjacent to the driveway of the Trillium Railway works yard (see Appendix 1). The proposed parking prohibitions represent an effort to balance the need for on-street parking with the safe and efficient movement of vehicles using the road.

### **Financial Implications**

Five signs are required to delineate the extended no parking zone at a cost of approximately \$375. These costs will be funded by the Annual Operating Budget (Traffic Safety Devices).

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### **Approved by:**

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Director of Transportation and Environmental Services

# Skipper Court Proposed Parking Prohibitions



↔ Proposed  
No Parking Anytime

↔ Existing  
No Parking Anytime



CITY OF ST. CATHARINES  
TRANSPORTATION AND  
ENVIRONMENTAL SERVICES