



City of
Peterborough

To: Members of the Committee of the Whole

From: Wayne Jackson, Director of Utility Services

Meeting Date: July 27, 2015

Subject: Report USTR15-011
George Street Cycling Lanes and Parking Update

Purpose

A report to report back on the assessment of parking options along George Street between Parkhill Road and McDonnell Street with respect to the upgrading of the cycling lanes.

Recommendations

That Council approve the recommendations outlined in Report USTR15-011 dated July 27, 2015, of the Director of Utility Services, as follows:

- a) That the parking restrictions on Antrim Street between the Rotary Greenway Trail Link and Water Street be left unchanged, and
- b) That staff undertake an updated parking occupancy study on George Street and applicable side streets and include the results and any recommendations for changes as part of the monitoring report requested by Council, two years after implementation of the bike lane changes.

Budget and Financial Implications

There are no budget or financial implications associated with this report.

Background

At its meeting of May 19, 2015, Council approved Report USTR15-009 which included recommendations to upgrade and expand the cycling lanes on George, Water and McDonnell Streets. As part of the approval Council requested:

- i. that staff report to Council on the lost parking spaces between Parkhill Road and McDonnell Street on George Street, and
- ii. that staff report back to Council in two years on the status of the bike lanes and any proposed changes.

The intent of this report is to update council on parking options for businesses on George Street given that parking will no longer be permitted in the cycling lanes on the west side of the street during off peak hours.

Change in Parking Supply on George Street between Parkhill Road and McDonnell Street

The blocks along this section of George Street are between 110 and 130 metres long, with the block between Parkhill Road and Antrim Street the shortest. The number of vehicles that can be parked along a particular block is a function of its length, number and width of driveways, the presence of transit stops and fire hydrants and the size of the vehicles. The following table shows the estimated number of parking spaces prior to and after the cycling lanes upgrades.

Table 1: Change in Parking Supply on George Street

From	To	Current Capacity Both Sides (off-peak times)	Current Capacity Both Sides (7:30-9:30 am, 4:30-6:30 pm)	Parking Capacity with Cycling Lanes as Proposed	Change
Parkhill	Antrim	16	10	10	-6
Antrim	Edinburgh	27	14	14	-13
Edinburgh	Dublin	18	10	10	-8
Dublin	London	19	8	8	-11
London	McDonnell	19	10	10	-9

The Parking Occupancy Study that was conducted along this street (discussed in detail in Report USTR15-009), reveals that some blocks tend to have higher parking demand than others. For example, the blocks between Parkhill Road and Edinburgh Street are the most heavily used for parking while there are rarely vehicles parked on the west side of the road between London Street and McDonnell Street.

Parking for George Street Businesses

There are several businesses on George Street between Parkhill Road and McDonnell Street. Some of these businesses expressed concerns with the changes to on-street parking resulting from the parking restrictions that will be introduced as part of the upgraded cycling lanes. Parking is currently prohibited on the west side of George Street for four hours per day, from 7:30 am to 9:00 am and from 4:30 pm to 6:00 pm. An overview of the businesses on this section of George Street and the parking constraints around their businesses is discussed below.

Locks Salon and Spa is located on the east side of George Street between Parkhill Road and Antrim Street. This business reports to have close to 20 staff, plus clients. With two parking spaces on site, which are used by staff, this business is heavily reliant on street parking. During the initial public consultation for the project, the manager indicated that providing additional parking on Antrim Street by removing the calendar parking would be adequate to meet their parking needs. That being said, with the number of staff at this location and the likelihood that many of them require parking for longer than three hours, this business may want to explore options for longer term off-street parking for their staff.

McDonald's Hair Unlimited is located on the west side of the street between Antrim Street and Edinburgh Street and this business also relies on street parking for clients. The owner is concerned that the proposed restriction of parking in the bike lanes on the west side of the road will force their elderly clients to cross the road to access their business, and this may impact the attractiveness of their business. Given the Calendar Parking restrictions on Antrim Street, there are between 5 and 10 spaces available for on-street parking between George Street and the Rotary Greenway Trail crossing.

The parking occupancy study (discussed in detail in Report USTR15-009) found that both of these blocks (Parkhill Road to Antrim Street, and Antrim Street to Edinburgh Street) will have sufficient parking on the east side of George Street to accommodate the maximum demand observed during the study and that there was typically additional parking capacity within one block of these areas when the parking is restricted. The blocks on this corridor are closely spaced at 110-130 metres long, so the distance to available parking is minimal.

The Utopia Salon and the restaurant space (currently vacant) at Edinburgh Street has off-street parking available in the back of their property and neither business expressed any concern about the change in parking proposed on their block.

At the intersection of George Street and Dublin Street, a Mister Convenience store is located at the south-west corner. During the consultation on this project the owner requested a commercial loading zone on the west side of George Street for their deliveries, which has been provided in the concept design. Otherwise, the owner provided no comments about the loss of parking. On the north-west corner there is a building hosting a spa business, hair salon and laundromat.

There is on-street parking available on the south side Dublin Street that serves all of these businesses today. Between George Street and Water Street there are currently no parking restrictions.

The Size That Matters consignment store on George Street at London Street expressed no concerns about changes to parking on their block and neither did any of the tenants or the owner of the building at 555 George Street North or the Kaye Funeral Home. All of these businesses have off street parking.

Options Evaluated to Mitigate the Loss of Parking

The primary area of concern regarding loss of parking appears to be in the blocks adjacent to Antrim Street. Currently, Antrim Street has calendar parking, which permits parking on one side of the street at any given time, and this rotates between the north side and south side of the street for half of the month at a time.

If the calendar parking were removed on Antrim Street between the Rotary Greenway Trail Link and George Street (a distance of about 100m), up to 6 additional parking spaces could be created. There is currently room to park about 5-6 vehicles on the north side of the street and up to 10 vehicles on the south side. Extending the removal of this restriction between George Street and Water Street could create an additional 3 parking spaces.

Antrim Street is about one metre too narrow to accommodate parking on both sides of the street without impacting snow clearing operations, although it is recognized that there is a low volume of traffic on this street.

Residents along this section of Antrim Street were surveyed regarding this potential change on their street. Fifty-two surveys were delivered to residents and tenants living in the homes along this section of Antrim Street to solicit their feedback on allowing parking on both sides of the street. Four different parking options were presented, ranging from Do Nothing to allowing parking on both sides of the street for the entire length between the Rotary Trail and Water Street. Of the 52 surveys delivered 10 responses were sent back, with 9 of the 10 respondents opting for Option 1 – Leave the parking as is. Many residents provided comments in their responses that indicated the calendar parking restriction was initially put in place due to concerns about parking on both sides of the street and the impact on snow clearing, driveway access, and emergency service access. The majority who responded did not want to allow parking on both sides of Antrim Street again due to the previous concerns raised in this area.

The original parking occupancy study revealed that there is expected to be adequate parking availability on the east side of George Street at most times to accommodate the observed parking demands on the two busiest blocks north and south of Antrim Street. In addition, there is off street parking spaces on Antrim Street that can accommodate patrons visiting McDonald's Hair Unlimited which is located on the west side of George Street, who do not wish to cross George Street.

Given the above considerations, and respecting the input provided by the residents on Antrim Street it is recommended that the existing Calendar Parking on Antrim Street be left as is.

Report Back to Council

In approving the proposed bike lanes on George Street, Water Street and McDonnel Street, Council at their meeting of May 19, 2015 requested that staff report back on the status of the bike lanes and any proposed changes. This report is expected to include data on bike lane usage, information on safety performance, and comments received from users, area residents and business owners after implementation. It is proposed that this report also undertake a follow up parking occupancy study to review the availability of parking compared to parking demand along George Street and along the side streets adjacent to George Street. This updated parking occupancy study would provide data to support the assessment of the need to consider any further changes to parking restrictions in the area.

Summary

Upgrading the cycling lanes as recommended in Report USTR15-009 will result in changes to parking, with some concern being expressed by businesses along George Street between Parkhill Road and McDonnel Street. The primary area of concern appears to be on the blocks of George Street adjacent to Antrim Street. The original parking occupancy study revealed that there is expected to be adequate parking availability on the east side of George Street at most times to accommodate the observed parking demands. Residents of Antrim Street were surveyed regarding potential changes to parking restrictions on their street and the majority of respondents requested that City leave the parking as is. Staff will report back on the status of the bike lanes to Council following a two year evaluation period and it is proposed that this report also undertake a follow up parking occupancy study to assess the need to consider any further changes to parking restrictions in the area.

Submitted by,

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