



City of  
**Peterborough**

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**To:** **Members of General Committee**

**From:** **Cynthia Fletcher**  
**Commissioner of Infrastructure and Planning Services**

**Meeting Date:** **December 2, 2019**

**Subject:** **Report IPSTR19-030**  
**Parking Restrictions and Speed Limit Reduction on**  
**Edgewater Boulevard**

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## **Purpose**

A report to recommend various parking restrictions and a 40 km/h speed limit on Edgewater Boulevard, between Maria Street and Wallace Street.

## **Recommendations**

That Council approves the recommendations outlined in Report IPSTR19-030 dated December 2, 2019, of the Commissioner of Infrastructure and Planning Services, as follows:

- a) That “No Parking Anytime” restrictions be implemented on both sides of Edgewater Boulevard, from Maria Street to 30 metres south of the CP Rail Crossing bridge;
- b) That “No Parking Anytime” restrictions be implemented on both sides of Edgewater Boulevard, from a point 30 metres north of Wallace Street to a point 100 metres north of Wallace Street;
- c) That a 40 km/h speed limit be implemented on Edgewater Boulevard, between Maria Street and Wallace Street; and
- d) That Parking By-law 09-136 be amended to support implementation of Recommendations a) and b), and By-Law 16-116 be amended to support implementation of Recommendation c).

## Budget and Financial Implications

Implementation of the recommended parking restrictions and speed limit change on Edgewater Boulevard will cost approximately \$1,000, funds for which are available in the 2019 annual sign maintenance budget.

## Background

In March 2019, Council received a petition requesting changes to parking restrictions on Edgewater Boulevard from 48 area residents, representing 41 households. The petition requested Calendar Parking on Edgewater Boulevard, from Wallace Street to the CP Rail bridge, and “No Parking” restrictions on Edgewater Boulevard in the vicinity of the CP Rail bridge, and on the curve, where the emergency access roadway connects to Edgewater Boulevard.

Council at their meeting of March 25, 2019, approved the following motion:

“That Council receive the petition from residents of the Edgewater Blvd neighbourhood regarding parking concerns;

That staff conduct a parking survey with the Edgewater Blvd residents to assess options to address on-street parking concerns within the neighbourhood; and

That staff report back to Council, by end of June, with recommendations for consideration.”

## Site Details

Edgewater Boulevard is a two-lane local road in a residential area, and it represents the only access route in and out of the neighbourhood known as Burnham Point. Edgewater Boulevard is constructed as a rural cross section, between Maria Street and the north limit of CP Rail bridge, with a pavement width of approximately 6.5 m. From the south limit of the CP Rail bridge to Wallace Street, Edgewater Boulevard is urbanized, with an 8.0 m pavement width and curbs and gutters to define the edge of the roadway. Sidewalks are provided on both sides of the road, from the CP Rail bridge to the curve, where the emergency access roadway connects to Edgewater Boulevard. From the emergency access roadway to Wallace Street, the sidewalk is only located on the east side of the road across the residential frontages. Beyond Wallace Street, the remaining sections of Edgewater Boulevard have not been urbanized, however a sidewalk continues on one side of the street, along the frontage of the residential properties.

Currently, parking is only restricted to the default 3-hour limit. A sketch of the subject area is shown in Appendix A.

## Parking Survey

In accordance with existing policy, staff surveyed the households in the neighbourhood, along Edgewater Boulevard and on Wallace Street, Bruce Street, and Burnham Court asking residents to provide feedback about the parking restrictions proposed in the petition. The survey was hand delivered to 83 households in the neighbourhood, and was split into three separate questions:

- 1) Implement Calendar Parking on Edgewater Boulevard, from the Train Bridge to Wallace Street; OR "Leave as is" (existing 3 hour limit);
- 2) Implement "No Parking" on Edgewater Boulevard in the vicinity of the Emergency Access Road; OR "Leave as is" (existing 3 hour limit); and
- 3) Implement "No Parking" on Edgewater Boulevard 30 m north and south of the train bridge; OR "Leave as is" (existing 3 hour limit).

The results of the survey questions are presented in Table 1.

**Table 1 – Edgewater Boulevard Parking Survey Results**

<b>Survey 1) Calendar Parking</b>	<b>Surveys returned</b>	<b>Percentage of total surveys issued</b>
Calendar Parking	31	37.3%
Leave as is	11	13.2%
Did not respond / No Preference	41	49.5%
<b>Survey 2) No Parking at Bridge</b>	<b>Surveys returned</b>	<b>Percentage of total surveys issued</b>
No Parking	33	39.8%
Leave as is	7	8.4%
Did not respond / No Preference	43	51.8%
<b>Survey 3) No Parking at Curve / Emergency Entrance</b>	<b>Surveys returned</b>	<b>Percentage of total surveys issued</b>
No Parking	27	32.5%
Leave as is	10	12.0%
Did not respond / No Preference	46	55.5%

The criterion to initiate parking changes on a residential street requires a minimum of 60% of the households surveyed to be in agreement with the changes. In this case, less than 40% of residents surveyed agreed with the suggested changes and fewer households agreed with the proposed changes in the survey than signed the petition.

## Discussion

Based on the results of the survey, there is no consensus within the neighbourhood as to the need for the proposed Calendar Parking restrictions on Edgewater Boulevard. Even amongst the 41 households who signed the petition, 49% either did not respond to the survey or indicated that the parking should be left as is.

There are 34 households within the portion of Edgewater Boulevard that would be directly impacted by the proposed parking restrictions. Of these households, 19 signed the petition, but only 14 (41%) supported the Calendar Parking option in the survey. As a result, staff are recommending that Calendar Parking not be implemented on Edgewater Boulevard at this time as there is no consensus in the neighbourhood. The street is wide enough to accommodate a parked vehicle on both sides while still allowing a vehicle to pass, and the street carries a low volume of traffic. There have been 3 reported collisions on this section of road over the past 4 years, with 3 of them related to vehicles striking parked cars. One of these collisions was in the vicinity of the CP Rail crossing bridge, and a second one was located in the area of the curve. The third collision was mid-block and involved a car losing control on snow covered roads.

Based on a staff review of the area, the area immediately north and south of the CP Rail Crossing bridge has constrained visibility in both directions, as illustrated in Figure 1.

**Figure 1 – Visibility from CP Rail Bridge**



To the north of the bridge the pavement width is also very narrow and any vehicles parked in this area would likely have to park within the boulevard area to avoid being a hazard to through traffic. Given the visibility concerns, staff recommend that “No Parking Anytime” restrictions be implemented on both sides of Edgewater Boulevard, from Maria Street to a point 30 m south of the CP Rail Crossing bridge.

In the area of the curve in Edgewater Boulevard, where the Emergency Access road is located, there is also restricted visibility approaching this curve, as shown in Figure 2. A vehicle parked on the far side of the curve would not be clearly seen by an approaching vehicle leaving little time to react or move into the centre of the road to avoid hitting the parked vehicle.

**Figure 2 – Visibility at Curve / Emergency Access Road**



Given the visibility concerns, staff also recommends that “No Parking Anytime” restrictions be implemented on both sides of Edgewater Boulevard, from a point 30m north of Wallace Street to a point 100m north of Wallace Street, which covers a distance of 30m on either side of the curve.

The restricted visibility on these two curves also presents other operational and safety concerns. The visibility at the CP Rail bridge and at the curve, due to the house and trees blocking sight lines, is not sufficient for the current posted speed limit of 50km/h. A number of the respondents to the survey suggested speed bumps or other traffic calming measures be implemented instead of, or along with, the parking restrictions. Based on the site conditions, staff are recommending that this section of Edgewater Boulevard would be appropriate for a speed limit reduction to 40 km/h, between Maria Street and Wallace Street.

## Summary

The parking survey results did not meet the minimum level of neighbourhood support to implement any of the suggested parking restrictions on Edgewater Boulevard that were proposed in the neighbourhood petition submitted to Council. Staff undertook a review of conditions in the area, and based on the restricted sight

visibility, recommend implementation of “No Parking Anytime” restrictions on Edgewater Boulevard in the vicinity of the CP Rail bridge, and approaching the curve where the emergency access roadway connects to Edgewater Boulevard.

A reduction in the current speed limit to 40 km/h is also recommended on Edgewater Boulevard, between Maria Street and Wallace Street, due to the reduced visibility in these areas.

Submitted by,

Cynthia Fletcher  
Commissioner of Infrastructure and Planning Services

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**Attachment:**

Appendix A – Study Area and Proposed Restrictions

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