

Parking Restrictions - Eyre Street

Transportation and Innovation Services staff received a request to permit on-street parking in front of 60 & 62 Eyre Street which is located just south of the Spruce Street intersection. These addresses do not have off-street parking and as such, patrons of the business are required to use on-street parking. Eyre Street is a paved residential roadway with an operating width of approximately 9.5 metres, curb and gutter, sidewalk and a posted speed limit of 50km/h (Figure 1 & 2). Parking is currently prohibited on the east side of the roadway from Albert Street to Pine Street.



Figure 1 – Eyre Street Overview



Figure 2 – Eyre Street Street View

The primary function of a public road is for the safe and efficient movement of traffic. On-street parking may be considered when this criteria is met.

In order to determine if on-street parking could be safely provided in front of 60 & 62 Eyre Street, staff reviewed the stopping sight distances in the area. The stopping sight distance is calculated based on the speed limit of the road, the amount of time it takes a person to see the hazard and realize they need to take action (commonly referred to as the Perception and Reaction time) and how quickly a vehicle can brake to come to a complete stop. Staff reviewed the vertical sight lines on Eyre Street from Spruce Street to Albert Street, using the stopping sight distance as outlined in the TAC Geometric Design Guide for Canadian Roads, and found the vertical sight lines to be sufficient from Spruce Street to 31 metres south of Spruce Street. Beyond this area, the sight lines are insufficient to allow motorists to see vehicles, parked or otherwise, in the roadway at a sufficient distance to be able to avoid a potential collision. Due to the sufficient sight lines, staff recommend removing the parking restriction on the east side of Eyre Street from 9 metres south of Spruce Street to 31 metres south of Spruce Street. By allowing

parking in this area, approximately 3 additional on-street parking spaces will be created. Figure 3, below, shows an overview of where parking is recommended to be permitted.

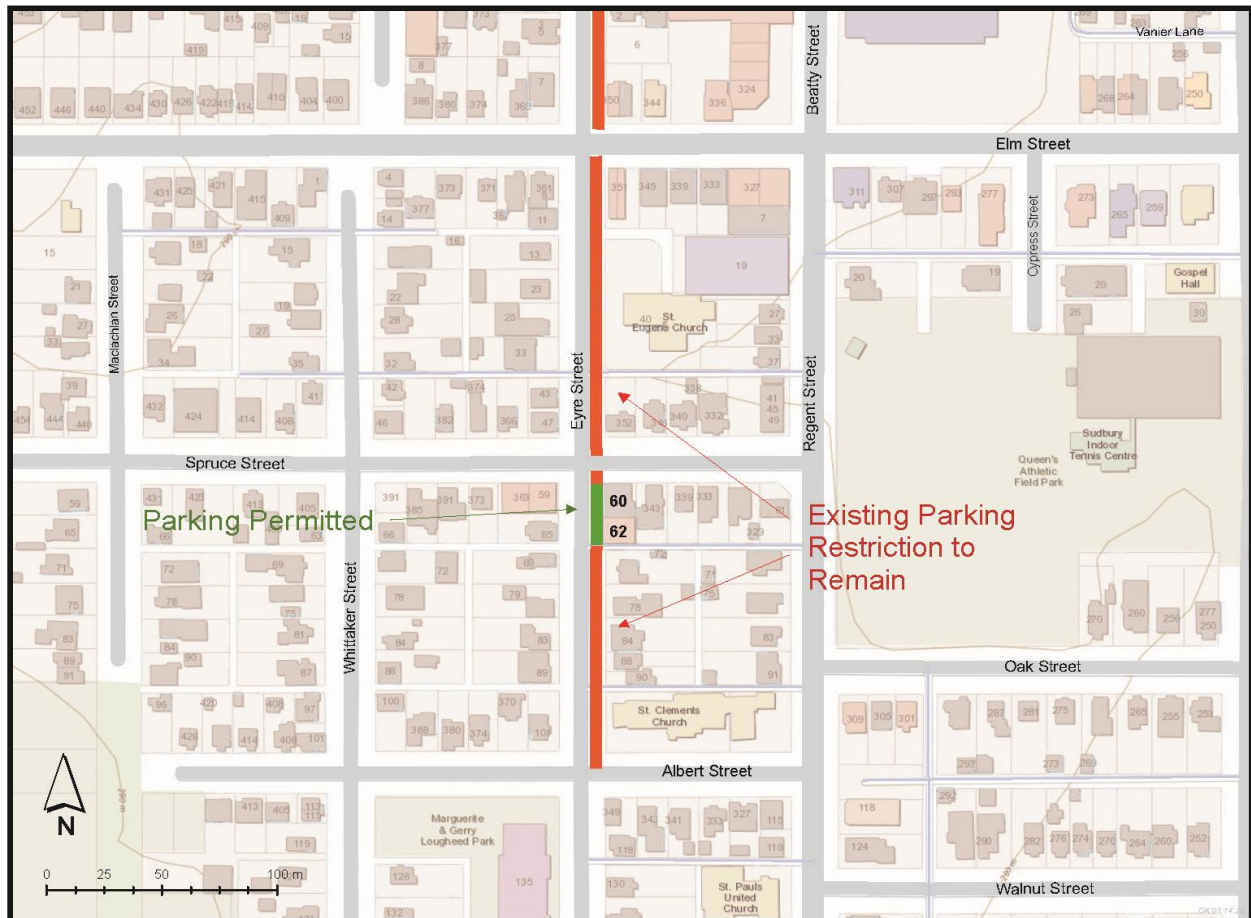


Figure 3 – Eyr Street Parking Recommendations

Resources Cited:

Transportation Association of Canada, *Geometric Design Guide for Canadian Roads*, June 2017