

Presented To:	Operations Committee
Presented:	Monday, Oct 21, 2019
Report Date	Monday, Sep 30, 2019
Type:	Managers' Reports

## Request for Decision

### Parking Restrictions - Prete Street and Connaught Avenue

#### Resolution

THAT the City of Greater Sudbury prohibits parking at all times of the day on both sides of Prete Street from Benny Street to Connaught Avenue and at all times of the day on both sides of Connaught Avenue from Prete Street to Kincora Court;

AND THAT staff be directed to prepare a by-law to amend Traffic and Parking By-Law 2010-1 to implement the recommended changes as outlined in the report entitled "Parking Restrictions - Prete Street and Connaught Avenue" from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on October 21, 2019.

#### Relationship to the Strategic Plan / Health Impact Assessment

This report refers to operational matters.

#### Report Summary

Transportation and Innovation Services staff received a request from a resident of Prete Street asking that the sight lines be reviewed for on street parking in the area of the hill. This report recommends appropriate parking restrictions for Prete Street and Connaught Avenue.

#### Financial Implications

Recommendations of this report may be carried out within existing approved budget and staff complement.

#### Signed By

**Report Prepared By**

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**Manager Review**

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**Financial Implications**

Liisa Lenz  
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**Recommended by the Department**

Tony Cecutti  
General Manager of Growth and  
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**Recommended by the C.A.O.**

Ed Archer  
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## **Parking Restrictions**

### **Prete Street and Connaught Avenue**

Transportation and Innovation Services staff received a request from an area resident to restrict on street parking on Prete Street in the area of the large hill south of York Street. Prete Street and Connaught Avenue are paved residential roadways with an operating width of approximately 9 metres, curb and gutter, no sidewalks and a posted speed limit of 50 km/h (Figure 1 & 2). Parking is currently permitted on both sides of the roadway.



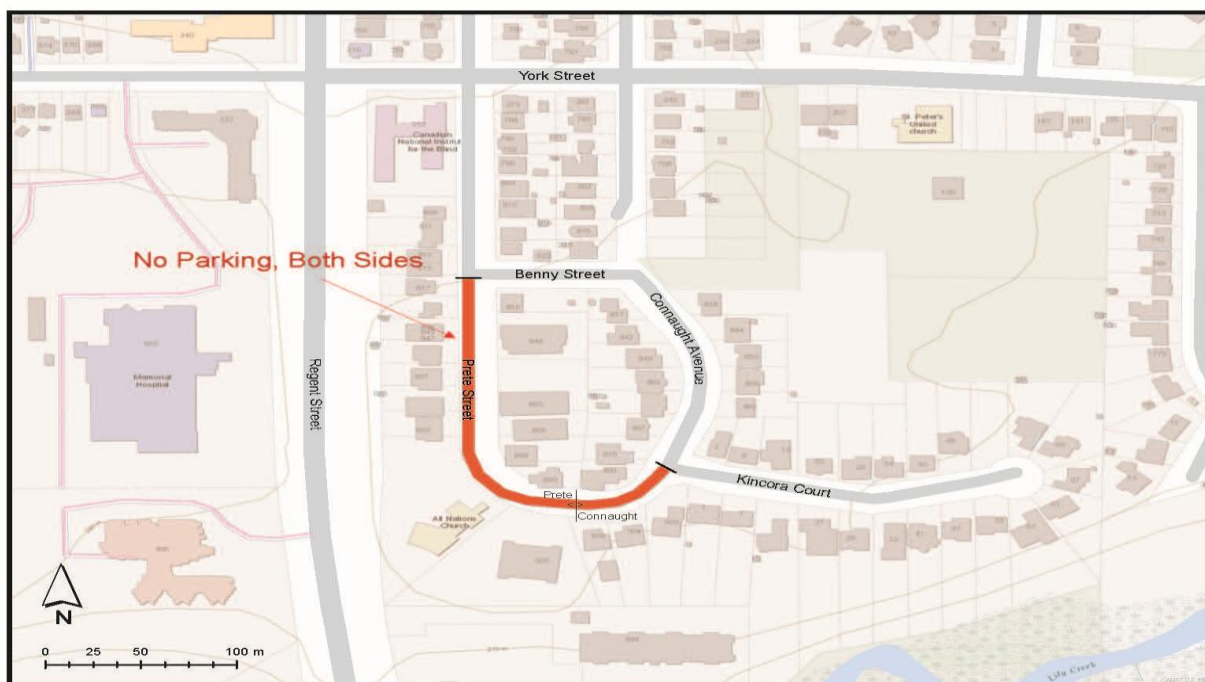
**Figure 1 – Prete Street Overview**



**Figure 2 – Prete 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 criterion is met.

The concern brought forward is in relation to the hill obstructing the vertical sight lines of motorists and does not allow sufficient stopping sight distance when required. 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. This concern is amplified during the winter months when the roadway is narrower and the surface is snow covered. Staff reviewed the vertical sight lines using the stopping sight distance outlined in the Transportation Association of Canada Geometric Design Guide for Canadian Roads and found the vertical sight lines to be insufficient. Due to the nature of the hill motorists cannot see vehicles, parked or otherwise, in the roadway at a sufficient distance to be able to avoid a potential collision. As well, while staff was reviewing the area it was noted that the tight curve on the southern portion of Prete Street where it changes to Connaught Avenue had potentially insufficient horizontal sight lines. Staff reviewed the horizontal sight lines using the stopping sight distance and found the sight lines were indeed insufficient to safely permit parking in the area. Since eliminating the vertical or horizontal sight line obstructions is not feasible, staff recommend that on-street parking be prohibited on both sides of Prete Street from Benny Street to Connaught Avenue and on both sides of Connaught Avenue from Prete Street to Kincora Court at all times of the day. Figure 3 below shows an overview of where parking is recommended to be prohibited.



**Figure 3**

#### **Resources Cited:**

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