

Presented To:	Operations Committee
Presented:	Monday, Dec 07, 2020
Report Date	Monday, Nov 23, 2020
Type:	Managers' Reports

Request for Decision

Downtown Traffic and Parking Changes

Resolution

THAT the City of Greater Sudbury directs staff to amend Traffic and Parking By-law 2020-1 to implement the recommended changes, as outlined in the report entitled "Downtown Traffic and Parking Changes", from the General Manager of Growth and Infrastructure, presented at the Operations Committee meeting on December 7, 2020.

Relationship to the Strategic Plan / Health Impact Assessment

This report supports the 2019-2027 City of Greater Sudbury Strategic Plan in the goal area of 'Create a Healthier Community', by investing in infrastructure and programs to support community recreation with a focus on quality of life for residents. Increasing the availability of bicycle parking contributes to the goals to "Complete and implement Community Energy and Emissions Plan that will provide guidance to reduce greenhouse gas emissions"; "Deliver City-led goals from Population Health Call to Action 2018-2028" (Healthy Streets); and "...attain 'Silver Bicycle Friend Community' status from Share the Road Cycling Coalition".

Report Summary

This report presents recommended amendments to the Traffic and Parking Bylaw 2010-1 to enable the implementation of a number of changes to parking in the Downtown core, including the creation of new vehicle and bicycle parking spaces and a bus loading zone for Place des Arts.

Financial Implications

Activities described in this report can be carried out within approved budgets. Completing recommended changes to increase the number of available on-street parking spaces on Elgin Street, Larch Street and Minto Street will carry a one-time capital cost of approximately \$12,000, which will be funded through the Parking Improvement and Parking Maintenance accounts.

Signed By

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A one-time capital expenditure of \$15,000 from the Cycling Infrastructure account will be used to purchase bike racks to provide approximately 42 additional bicycle parking spaces in on-street bicycle corrals. There will be an associated annual operating cost of approximately \$2,000, related to the seasonal installation and storage of the bike corrals.

Downtown Traffic and Parking Changes

Background:

A number of reports on downtown parking have been presented to Council and the Finance and Administration Committee outlining opportunities to address concerns related to projects such as Place des Arts, the Elgin Greenway and Junction East, which will result in the loss of municipal parking spaces in the Downtown core. In May 2019, a report presenting options available to add parking supply was considered by the Finance and Administration Committee.

Proposed Changes:

1. Additional on-street parking spaces

In 2020, a formal review of on-street parking availability was undertaken by Parking Services with support from Transportation and Innovation Services staff, with the goal of maximizing any opportunity to expand the number of available parking spaces in the downtown core. This included looking for areas where on-street parking has been previously restricted, but may no longer be necessary due to changes in business operations. The opportunities for additional on-street parking spaces are described below and depicted in Figure 1.

East side of Elgin Street (Durham Street to Medina Lane)

Staff identified an opportunity to provide new on-street parking spaces on the east side of Elgin Street between Durham Street and Medina Lane. Staff completed the assessment and determined that with the removal of the existing left turn lane there is sufficient space to provide 12 new on-street parking spaces in this location.

North side of Larch Street (east of Durham Street)

Staff recommend that existing parking restrictions be removed on the north side of Larch Street, both immediately east of the intersection and also approximately 55 meters east of Durham Street, to provide two new on-street parking spaces.

East side of Minto Street (south of Larch Street)

The further removal of parking restrictions on the east side of Minto Street, south of Larch Street, will result in two additional on-street parking spaces directly in front of the Best Western Hotel.



Figure 1. Recommended locations of new on-street parking spaces

2. Bicycle Parking Corrals

To address existing community infrastructure deficiencies and increase the availability of public bike parking in Greater Sudbury, three seasonal bicycle parking corrals will be installed in the Downtown area in 2021. A bicycle corral is an on-street parking area that can typically hold 10-14 bicycles (depending on model) in a convenient and easily-accessible location (Figure 2).



Figure 2. Example of an on-street bicycle corral

(source: <https://www.flickr.com/photos/derobikeracks/46627868724/in/album-72157705908986721/>)

The bicycle corrals will be installed each spring and will be removed and stored over the winter months to allow for efficient winter maintenance and snow removal in the Downtown core. Staff worked with the Parking Services section to identify suitable preliminary locations for the bike corrals (Figure 3) and will continue to work with the Downtown Sudbury Business Improvement Area to refine these locations:

- Durham Street, west side, south of Cedar Street
- Elgin Street, north side, west of Grey Street
- Larch Street, north side, east of Lisgar Street



Figure 3. Recommended locations for on-street bicycle parking corrals

3. Bus Loading Zone – Place des Arts

With plans to offer 850 cultural activities annually, Place des Arts will host tour groups and school classroom visitors to participate in programming throughout the year. The addition of a bus loading zone to the frontage of Place des Arts along Larch Street, will enable improved access to the facility for these visitors.

Through the Site Plan process, staff worked with the developer to explore opportunities to provide on-site bus loading facilities and determined it was not feasible given the site constraints.

To provide a dedicated bus loading zone, parking along approximately 30 meters of frontage on Larch Street will be restricted at all times, with the exception of buses and taxis (Figure 4). This will result in the transition of approximately three existing on-street parking spaces to a bus loading zone, as previously approved through the site planning process.



Figure 4. Location of proposed bus loading zone

Conclusion:

Changes resulting from the recommendations of this report will increase the overall Downtown parking supply by 10 on-street vehicle parking spaces and approximately 42 secure bicycle parking spaces during the summer and 13 on-street vehicle parking spaces during the winter. To carry out these changes, an amending by-law to the Traffic and Parking By-law 2010-1 must be passed to appropriately remove or add locations to various schedules.

Resources Cited:

Finance and Administration Committee Meeting, May 14, 2019, Parking Update, Accessed online:

<https://agendasonline.greatersudbury.ca/index.cfm?pg=feed&action=file&attachment=26334.pdf>