

COMMITTEE OF WHOLE - DECEMBER 9, 2002

CHANGES TO PARKING REGULATIONS ST. JOAN OF ARC HIGH SCHOOL

Recommendation

The Commissioner of Engineering and Public Works recommends:

1. That the existing No Stopping restrictions on the east side of St. Joan of Arc Avenue be rescinded, and that new No Stopping Anytime restrictions be authorized for short sections near the intersections of St. Joan of Arc Avenue at Cunningham Drive, Fletcher Drive and McNaughton Road;
2. That No Parking Anytime be authorized for mid-block curbside areas on the east side of St. Joan of Arc Avenue from McNaughton Road to Cunningham Drive and on the west side of St. Joan of Arc Avenue south of Fletcher Drive;
3. That No Parking from 7:00 am to 4:00 pm, Monday to Friday, be authorized mid-block on the west side of St Joan of Arc Avenue between Fletcher Drive and Cunningham Drive along the residential frontage; and
4. That No Parking Anytime be authorized on both sides of McNaughton Road from the west limit of the existing No Stopping zone extending 190 metres from the Keele Street intersection, west to 35 metres east of St. Joan of Arc Avenue.

Purpose

The Principal of St. Joan of Arc High School has asked Engineering Department staff to recommend changes to existing on-street parking regulations adjacent to the school.

Background - Analysis and Options

St. Joan of Arc High School opened in January 1994. By 1997 the student population had increased and concerns with long-term on-street parking were identified adjacent to the school. By-law 374-97 was adopted in December 1997 and No Stopping restrictions from 8:00 am to 4:00 pm, Monday to Friday, were posted on the east side of St. Joan of Arc Avenue between McNaughton Road and Cunningham Drive.

Related issues of loitering and littering were subsequently identified and addressed in a February 2000 Council report. No littering and no loitering signs are posted nearby. Vending and refreshment vehicles were also prohibited within 200 metres of any school grounds, 7:00 am to 7:00 pm, from September 1 to June 30.

Engineering staff recently met with the Principal of St. Joan of Arc High School to discuss the parking issues. The school is approaching a student population of 1,800 students, and most receive rides to and from the school at class arrival and dismissal times. This activity overwhelms the capacity of the internal school site aisleways. Allowance of brief on-street parking could alleviate the situation during those periods, but it is prohibited in front of the school by the existing No Stopping restriction. The existing No Stopping restriction is also routinely ignored during student arrival and dismissal.

Accordingly, it is recommended that No Stopping restrictions only be continued for relatively short areas immediately adjacent to intersections to prevent blocking driver sightlines, and that No Parking restrictions be posted for the remaining mid-block areas near the school. A No Parking restriction allows for brief loading or unloading of passengers, but it prohibits longer-term use of the roadside.

As a pilot project, supplemental advisory signs reading "Momentary Passenger Board And Departure Use Only" are recommended directly underneath the new No Parking signs. The signs will advise motorists of the actual intent of a No Parking restriction. By-law Enforcement staff is comfortable with use of these signs, as they may assist in driver awareness.

The Principal of St. Joan of Arc High School also requested that No Parking restrictions be posted along McNaughton Road adjacent to the school frontage. There have been concerns that motorists park for long periods of time and loiter in the area.

Conclusion

It is recommended that the existing No Stopping restrictions on the east side of St. Joan of Arc Avenue adjacent to the school be rescinded, and they be replaced with No Parking restrictions along school frontage and No Stopping restrictions near the adjacent intersections.

Attachments

1. Location Map

Report prepared by

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Respectfully submitted,

Bill Robinson, P. Eng.
Commissioner of Engineering and Public Works

MG/fc

ATTACHMENT No. 1

