



PORT COLBORNE

Subject: Parking and Traffic Fares Street

To: Council

From: Community Safety & Enforcement Department

Report Number: 2021-105

Meeting Date: April 12, 2021

Recommendation:

That Community Safety & Enforcement Department Report 2021-105 be received; and

That the following amendments to By-law 89-2000, being a By-law regulating traffic and parking on City roads, be approved:

That Schedule "B" Standing Prohibitions to By-law 89-2000 as amended, be further amended by deleting therefrom the following:

| <u>Column 1</u> | <u>Column 2</u> | <u>Column 3</u> | | <u>Column 4</u> |
|-----------------|-----------------|-----------------------|----------------------|-----------------------------|
| Highway | Side | From | To | Times/Days |
| Fares St | East | 74 m north of Bell St | 70 m north therefrom | 8.a.m.- 6.p.m. Mon - Fri |

That Schedule "B" Standing Prohibitions to By-law 89-2000 as amended, be further amended by adding thereto the following:

| <u>Column 1</u> | <u>Column 2</u> | <u>Column 3</u> | | <u>Column 4</u> |
|-----------------|-----------------|-----------------------|------------------------|-----------------------------|
| Highway | Side | From | To | Times/Days |
| Fares St | East | 44 m north of Bell St | 144 m north of Bell St | 8.a.m.- 6.p.m. Mon - Fri |

Purpose:

A request from the District School Board of Niagara was received by the City of Port Colborne with respect to expanding the School Bus Loading Zone at DeWitt Carter Public School.

Background:

In 2002, the school bus loading zone was expanded 22 m with the closing of Caroline M. Thompson and Humberstone schools.

DeWitt Carter Public School has advised that there has been an increase in the bus service and two buses are waiting on the road in the travelled portion of the roadway. They have a total of eight buses, six large and two small.

In 2007 the CAO's report authorized the lease of the fire hall, with the condition that there still may be a need for an Eastside Fire Hall, if services were disrupted by the Seaway and the crossing of the canal. Parking and Traffic By-law 89-2000, Section 205.02.01 requires a minimum of 8 m from the property limit of a fire hall to be a no parking zone. Therefore, the availability of space for additional bus parking is 17 m.

In 2010, the school bus loading zone was expanded 30 m to accommodate more buses in the area.

In 2015 the school bus loading zone was retracted 30 m and a 15-minute parking limit was added to the area to accommodate more parents picking up their children.

Discussion:

During discussions with Principal Acaster of DeWitt Carter Public School, he informed City staff of the need for more space for the buses to park. Currently, one school bus waits in the road allowance for an available space in the current school bus loading zone.

With the easing of restrictions to the current COVID-19 regulations, Principal Acaster believes more students will be returning to school from on-line learning. There are approximately thirty students still doing on-line learning and when they return that could cause another school bus to enter this queue.

The average school bus measures between 6 to 13.7 m in length. By expanding the school bus loading zone by 30 m that would allow for at least two school buses to be off of the road allowance and in the queue for pick-up.

In 2020, Report 2020-128 was brought forward to Council by the Engineering and Operations Department proposing changes at the intersection of Fares Street and Bell Street. The proposed changes did not affect the parking on Fares Street at the time of the report, and with the proposed amendment, would still leave 44 m of clearance traveling southbound on Fares Street towards Bell Street.

Financial Implications:

There are no financial implications.

Conclusion:

Staff recommend that the amendment to By-law 89-2000 be approved. Allowing an additional 30 m of parking in the school bus loading zone would alleviate traffic congestion in the area and provide safe transportation of students.

Respectfully submitted,

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Report Approval:

All reports reviewed and approved by the Department Director and also the City Treasurer when relevant. Final approval is by the Chief Administrative Officer.