

 <b>COBOURG</b>	<b>THE CORPORATION OF THE TOWN OF COBOURG</b>	
	<b>STAFF REPORT</b>	
TO:	Mayor and Council	
FROM: TITLE:	Laurie Wills Director of Public Works	
DATE OF MEETING:	April 1, 2019	
TITLE / SUBJECT:	Unfinished Business: 08-21-17 Traffic Study Lower Division Street/Esplanade Area (Public Works) 10-10-17 Traffic/Parking Concerns Condo. Corp.#58-148 Third Street (Public Works)	
REPORT DATE:	March 12, 2019	File #:

1.0 STRATEGIC PLAN  
NA

2.0 PUBLIC ENGAGEMENT  
NA

3.0 RECOMMENDATION  
 THAT Council receive this report for information to address and remove unfinished business items from the agenda:  
 08-21-17 Traffic Study Lower Division Street/Esplanade Area (Public Works)  
 and  
 10-10-17 Traffic/Parking Concerns Condo. Corp.#58-148 Third Street (Public Works)

AND FURTHER THAT Council approve Recommendations #1 and #2 as described here within.

4.0 ORIGIN  
 Letter received from Northumberland Standard Condominium Corporation No. 50, 107-165 Division Street, Cobourg, ON dated August 16, 2017 regarding traffic congestion in the Division Street and Esplanade area.

AND,

Letter received from Northumberland Standard Condominium Corporation No. 58-148 Third Street, Cobourg, ON dated September 11, 2017 regarding traffic and pedestrian volumes in the Division/Esplanade/Albert Street area.

## 5.0 BACKGROUND

Staff's initial response to both letters was to wait until Waterfront User Needs Assessment had been completed to see if any suggestions were put forth to address traffic and/or parking. The Waterfront report does make good long term suggestions for implementation which staff intend to investigate further.

In the meantime, staff have assessed the existing parking arrangement on the west side of Division in front of #165 and Beach Walk, have recorded vehicular speeds, have researched the appropriateness of implementing more pedestrian crosswalks, and have assessed options to improve the traffic congestion in the subject area.

The following is a summary of the Ontario Traffic Manual (OTM) Book 15 and the Highway Traffic Act (HTA) with respect to pedestrian crosswalks:

The OTM Book 15 defines the rules of the road, including conditions under which pedestrians can cross a road. The OTM is consistent with the HTA.

### *Categories of Pedestrian Crossings*

It can be interpreted from the OTM that when a pedestrian is about to step from the side of the road onto the roadway, there are fundamentally two distinct categories of pedestrian crossings:

1. A controlled crossing — where vehicles are required to stop or yield to traffic legally in the crossing, which includes pedestrians, or
2. An uncontrolled crossing — where pedestrians must wait for a safe gap in traffic, sufficient for them to cross the roadway, prior to attempting to enter the roadway.

An uncontrolled crossing is a crossing that does not have any traffic control measure to provide a dedicated pedestrian right-of-way. Pedestrians must wait for a safe gap sufficient to fully cross the roadway or for vehicles to stop before crossing. **In accordance with Ontario's HTA, controlled pedestrian crossings in the Province of Ontario are only at locations where vehicles are controlled by any of traffic signals, intersection pedestrian signals, mid-block pedestrian signals, pedestrian crossovers, stop signs, yield signs, or school crossings when a school crossing guard is supervising the crossing.**

The rules of the road are distinct between a controlled crossing and an uncontrolled crossing. Pedestrians do not have the right-of-way at uncontrolled crossings.

### *Pedestrian's Rights and Responsibilities*

Notwithstanding the distinction between controlled and uncontrolled crossings, the rights and responsibilities for pedestrians are recognized in the HTA:

1. In the absence of statutory provisions or bylaw, a pedestrian is not confined to a street crossing or intersection and is entitled to cross at any point, although greater care may then be required of him or her in crossing. However, pedestrians crossing the highway must look to ensure the crossing can be made safely or possibly be held responsible for any ensuing collision.
2. Pedestrians must exercise due care even when they are lawfully within a crossing and have right-of-way. It is not an absolute right and they must still exercise care to avoid a collision with a vehicle. Due care meaning exercising common sense on both sides — cars have to avoid hitting pedestrians and pedestrians have to avoid putting themselves in danger.
3. If there is a crosswalk at a signalized intersection, pedestrians have to walk within the crosswalk.

### *Distance to a signalized crosswalk*

If the distance of the site to the closest traffic control device is less than 200 m, the site is not a candidate for a pedestrian crossing, **even when there is system connectivity** or pedestrian desire line requirements.

## 6.0 ANALYSIS

### PEDESTRIAN CROSSINGS

The Second Street/Albert Street crossing is 150 m from Division Street signalized intersection and 65 m from the Third Street signalized intersection which are both less than the 200 m minimum distance from a signalized intersection. Staff do not recommend installing a controlled mid-block pedestrian crossing at this location or highlighting the crossing any more than it already is since it is preferred that pedestrians use the traffic lights if they do not feel safe crossing Albert Street when there is a gap in traffic.

### SPEED

Public Works staff installed a speed tracking device in both lane directions on Division Street south of King and on the Esplanade during the months of August through to October 2018. The results of the speed tracking are illustrated in Figure 1 (attached).

99.86% of vehicles are driving below the speed limit. Often in areas where streets appear to be narrow due to on street parking, the presence of pedestrians, and tree canopies, vehicles are perceived to be travelling faster than they actually are. The speed tracker was not positioned on the Esplanade as the sign requires a pole to be mounted to which was not available; however, It may be safe to assume that if vehicles are traveling below the speed limit on Division Street they are likely to be travelling at the same speed or less across the Esplanade where the posted speed is 20 Km/hr.

#### ENTRANCE SIGHT LINES

With respect to parking in front of Beach Walk and 165 Division Street, Staff do not support eliminating essential parking spots so close to the waterfront and businesses. Sight lines at this location are not unlike those for a residential driveway or commercial entrance where on street parking is permitted right up tight to the entrance and there are no curb returns. At the subject location both entrances have a very large curb radius which extends the sight lines far onto Division Street as shown in Figure 2 (attached).

An improvement that can be made to the entrance to 165 Division Street is for the first parking space to be moved to the north by 2m which will correct the length of the second space. The motorcycle parking is proposed to be reverted back to a regular space once the line painting has been corrected.

#### TRAFFIC CONGESTION

As noted in the letters of concern, there is a substantial amount of traffic congestion in the summer months as drivers are trying to get the best parking spot as close to the beach as possible. The Esplanade parking lots only have one entrance/exit which forces drivers to enter the lot, realize there are no vacant spots and then have to turn around and exit the same way while many others are trying to do the same. Upon reviewing the Esplanade parking lot arrangements, we would like to provide the following recommendations for Council's approval to alleviate the congestion in these lots.

1: As illustrated in Figure 3 (attached), open up an exit only onto Division Street and allow a one way entrance into the parking lot off of the Esplanade.

2: Implement a one way only arrangement on the Esplanade from east to west on a 3 month trial basis beginning May 1, 2019.

3: Open up an exit only onto Third Street from the parking lot at Third Street / Esplanade. This will remove one (1) on street parking space and involve relocating a tree. Staff recommends implementing this a minimum of 1 year after Recommendation #1 so that any operational improvements have been sufficiently realized before investing in Recommendation #3. Staff will report

back to Council before implementing Recommendation #3.

#### FUTURE TRAFFIC CIRCLE

With respect to the Waterfront User Needs Assessment's proposed traffic circle, Staff will review this option and its potential traffic/parking impact in greater detail when the recommended implementation date approaches. A traffic consultant will have the area surveyed, observe and record traffic movements, and calculate the area required to construct a traffic circle using the appropriate design vehicles ie. camper trailers, fire trucks, etc. The results of a detailed traffic assessment and preliminary design will determine if the proposed traffic circle is appropriate for this location. We would not recommend that this option be eliminated from consideration as suggested.

#### 7.0 FINANCIAL IMPLICATIONS/BUDGET IMPACT

The line painting of the on-street parking stalls is negligible and can be addressed by adding the work to the annual line painting contract in 2019.

The costs associated with the improvements to the Esplanade/Division parking lot (Recommendation #1) are expected to be \$5,000.00 and can be completed by Public Works staff as time permits in 2019. Required funds would be taken from the parking reserve.

The costs associated with the improvements to the Third Street / Esplanade parking lot (Recommendation #3) are expected to be \$6,000.00 and can be completed by Public Works staff as time permits. There is also an annual loss of revenue to be considered due to the elimination of one on-street parking stall.

#### 8.0 CONCLUSION

THAT Council receive this report for information to address and remove unfinished business items from the agenda:

08-21-17 Traffic Study Lower Division Street/Esplanade Area (Public Works)  
and

10-10-17 Traffic/Parking Concerns Condo. Corp.#58-148 Third Street (Public Works)

AND FURTHER THAT Council approve Recommendations #1 and #2 as described here within.

#### 9.0 ATTACHMENTS

Figure 1 Figure 2 Figure 3

**Approved By:**

**Department:**

Stephen Peacock, Chief Administrative Officer CAO

**Figure 1: Results of Speed Survey**

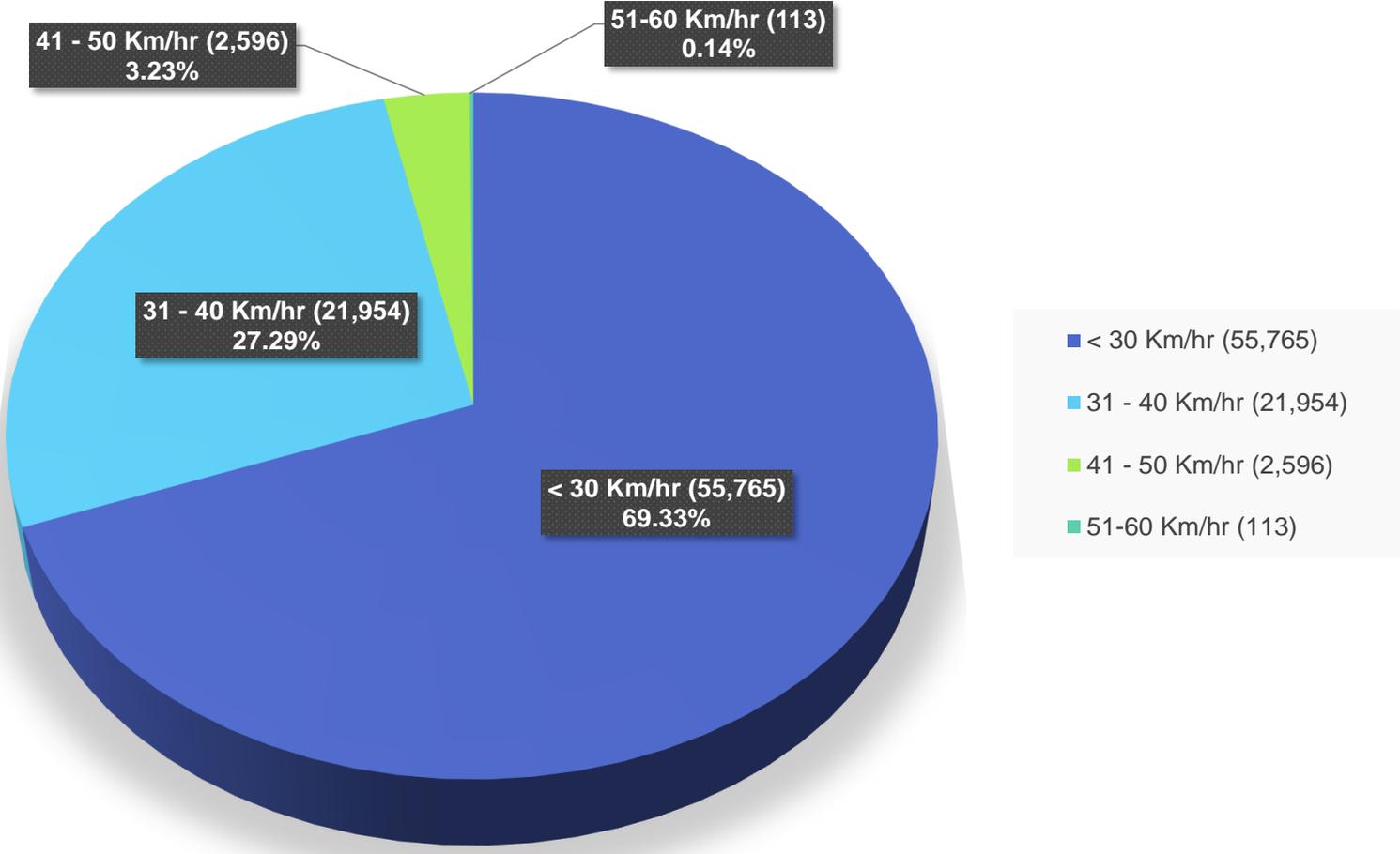
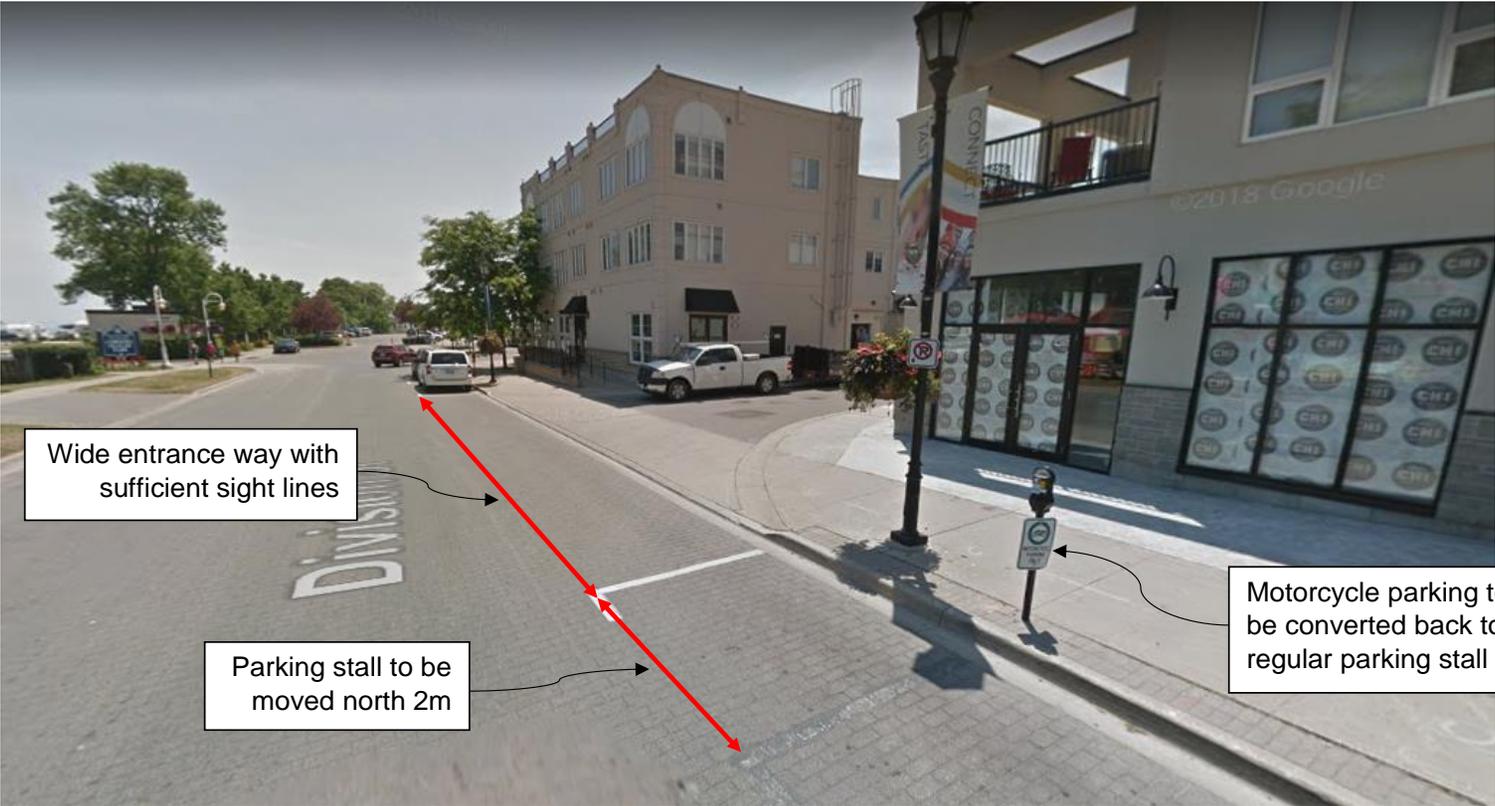


Figure 2: Entrance to Condo Parking Area off of Division Street



Wide entrance way with sufficient sight lines

Parking stall to be moved north 2m

Motorcycle parking to be converted back to regular parking stall

Figure 3: Entrance to parking lot from the Esplanade and exit from parking lot onto Division Street only.

