

REPORT FOR INFORMATION**Traffic Operations and Parking Restrictions in Cul-de-sac Bulbs****Report Purpose**

To provide the Priorities Committee with information regarding traffic operations and parking restrictions in cul-de-sac bulbs.

Our Prioritized Strategic Goals

Goal 1 - Build strong communities to support the diverse needs of residents

Goal 6 - Provide facilities and services that are available and accessible to residents

Goal 8 - Foster an environment for safe communities

Report

As part of Strathcona County's dedication to traffic safety for all road users, aligned within both the Transportation Planning and Engineering (TPE) and Transportation and Agriculture Services (TAS) departments, a number of on-going reviews and initiatives are actively being undertaken.

One such initiative focuses on traffic operations and parking in cul-de-sac bulbs. This review arose from revisions to the Strathcona County Design and Construction Standards (DCS), and driveability concerns around the bulb that have come to our attention from either residents of cul-de-sacs or operators of garbage collection, emergency services, school buses, mobility buses, or other service delivery providers.

Continued revisions and improvements to the DCS document have resulted in multiple forms of cul-de-sac bulbs with regard to bulb radius, parking, and the presence of central islands throughout Sherwood Park. Ever-increasing driveway widths from single-car to triple-car have introduced further encumbrances often resulting in no legal parking options around the outer curb; whether explicitly signed or passively un-signed. Recent DCS revisions relocated parking to the central island, but some circumstances do not have sufficient drive-aisle width to permit for safe access of residential driveways. This has led to varying levels of resident dissatisfaction. Cul-de-sacs, by their very nature, offer quiet environments for their residents, but this can come at a cost of convenience.

When concerns are raised, an operational and parking assessment is conducted on an individual basis to address each cul-de-sac bulb equitably on the merits of dimensional requirements and operational limitations. In many instances it is found that signs are either missing (deliberately or otherwise) or require relocation, or that other forms of parking abuses are occurring. At times, the size of the bulb itself is found to be deficient to permit parking in specific locations.

The summary of these findings, if warranted, can result in the re-establishment, relocation, or realignment of parking / no-parking zones, or the elimination of parking within the bulb either along the outer curb or inner-island, as shown in Enclosure 1. In these instances, informational letters are sent to effected land owners within the cul-de-sac, and the area Councillor is informed.

This safety and operation initiative began in 2014 with three sites being re-signed, followed by six each in 2015 and 2016, four in 2017 and two in 2018 totalling 21 sites to date. There are 20 sites currently under review for 2019; all based on complaints received through

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County Connect. It must be noted that not all sites meet the criteria for the revision or removal of parking, as some only result in an informational response.

Council and Committee History**Other Impacts**

Policy: n/a

Legislative/Legal: n/a

Interdepartmental: n/a

Master Plan/Framework: n/a

Enclosures

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Parking in Cul-de-sac Bulbs