



## STAFF REPORT ACTION REQUIRED

### Extended no stopping and left turn prohibitions – College Street and Queen Street West (Sustainable Transportation Initiative)

<b>Date:</b>	June 17, 2008
<b>To:</b>	Toronto and East York Community Council
<b>From:</b>	Director, Transportation Services Toronto and East York District
<b>Wards:</b>	Davenport, Ward 18
<b>Reference Number:</b>	Ts08121te.top.doc

#### **SUMMARY**

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Transportation Services is requesting City Council's approval to extend the rush hour stopping prohibitions and prohibit left-turns during rush hour periods at various intersections on College Street, from Dundas Street West to Dovercourt Road and on Queen Street West, from Gladstone Avenue to Dovercourt Road.

These regulatory changes are part of the transportation related recommendations contained within the "Climate Change Plan" to improve street car operations, enhance cycling and maintain efficient traffic flow during the morning and afternoon rush hour periods on transit routes. These sections of College Street and Queen Street West are within Ward 18. Implementation of these restrictions will serve as a pilot project for evaluating this initiative prior to further expansion to other streets and Wards in the Toronto and East York District.

#### **RECOMMENDATIONS**

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**Transportation Services recommends that City Council:**

1. Adopt the recommendations listed in Appendix "A" of this report, regarding regulatory changes along College Street, between Lansdowne Avenue and Dovercourt Road in order to:

- a) extend peak period, peak direction stopping prohibitions, from 7:00 a.m. to 10:00 a.m., Monday to Friday (currently 7:00 a.m. to 9:00 a.m., Monday to Friday) and from 3:30 p.m. to 6:30 p.m., Monday to Friday (currently 4:00 p.m. to 6:00 p.m., Monday to Friday); and
  - b) prohibit peak direction left-turns, from 7:00 a.m. to 10:00 a.m., Monday to Friday at St. Clarens Avenue, Sheridan Avenue, Dufferin Street, Gladstone Avenue, and Bill Cameron Lane, and, from 3:30 p.m. to 6:30 p.m. Monday to Friday at Rusholme Road, Rusholme Park Crescent, Gladstone Avenue, Dufferin Street, Sheridan Avenue, Orpen Lane and Marguretta Street.
2. Adopt the recommendations listed in Appendix “B” of this report, regarding regulatory changes along Queen Street West, between Gladstone Avenue and Dovercourt Road in order to:
- a) extend peak period, peak direction stopping prohibitions, from 7:00 a.m. to 10:00 a.m., Monday to Friday (currently 7:00 a.m. to 9:00 a.m., Monday to Friday) and from 3:30 p.m. to 6:30 p.m., Monday to Friday (currently 4:00 p.m. to 6:00 p.m., Monday to Friday); and
  - b) prohibit peak direction left-turns, from 7:00 a.m. to 10:00 a.m., Monday to Friday at Beaconsfield Avenue, and, from 3:30 p.m. to 6:30 p.m. Monday to Friday at Lisgar Street and Abell Street.
3. Direct Transportation Services’ staff to implement timing features as feasible in the peak period, peak direction to minimize left-turn queuing at the traffic control signals on College Street at Lansdowne Avenue, Brock Avenue and Dovercourt Road, and on Queen Street West at Dovercourt Road.

**Financial Impact**

<b>Type of funding</b>	<b>Source of funds</b>	<b>Amount</b>
Available within current budget	Transportation Services Division 2008 Operating Budget	\$6,000.00

**ISSUE BACKGROUND**

City Council, in considering the “Climate Change, Clean Air and Sustainable Energy Action Plan: Moving from Framework to Action” at its meeting on July 16, 17, 18 and 19, 2007, (Item EX10.3), adopted, among other things, reduction targets for greenhouse gas emissions for the Toronto urban area as well as a reduction target for locally generated smog-causing pollutants.

City Council, at its meeting of October 22 and 23, 2007 (Item PW9.2), adopted a number of short-term sustainable transportation initiatives, to achieve, in part, the reduction targets contained in the “Climate Change Plan”, that could be implemented fairly quickly and, in most cases, at relatively little expense.

Reducing traffic congestion, improving surface transit service, and increasing cyclist safety during the “shoulder” periods is one of the short-term sustainable transportation initiatives being considered.

## **COMMENTS**

### **Issue**

Queued left-turning vehicles on streetcar tracks potentially contribute to service delays, while curb-lane parking reduces road capacity, which further impacts on streetcar operation. Left-turns are often prohibited at many major intersections during the morning and afternoon rush hour periods. Parking or stopping prohibitions also apply. Parking/stopping and prohibited turn regulations usually are in effect, from 7:00 a.m. to 9:00 a.m. and/or 4:00 p.m. to 6:00 p.m., Monday to Friday. However, with flexible working hours being the business practice of many companies, peak service demand now extends into the “shoulder” periods at both ends of the morning and afternoon rush-hour periods.

### **Investigation**

Transportation Services has been requested by Councillor Adam Giambrone to report on initiating extended rush-hour stopping prohibitions and left-turn prohibitions into local streets on College Street and on Queen Street West within Ward 18. These regulations would serve as a pilot project for evaluating the impact of these changes prior to further expansion of this initiative to other streets and Wards in the Toronto and East York District. The following discussion outlines the conditions along each street.

#### **College Street, from Dundas Street West to Dovercourt Road**

College Street is classified as a minor arterial road, between Dundas Street West and Dufferin Street and a major arterial road east of Dufferin Street. The daily two-way traffic flow is approximately 20,000 vehicles and the maximum speed limit is 40 kilometres per hour. Toronto Transit Commission (TTC) service on this section of College Street is provided by the “506-College” streetcar. Streetcars operate in a mixed traffic environment.

The subject section of College Street contains 4 signalized intersections and 2 pedestrian crossings. The “transit priority” feature is provided at all signalized intersections on College Street to help eastbound and westbound streetcars clear the signalized intersections at Lansdowne Avenue, Brock Avenue, Dufferin Street and Dovercourt Road. Left turns are prohibited, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday to Friday on College Street at Dufferin Street. No other turn prohibitions are in effect on this section of College Street.

Adjacent properties along this section of College Street vary from predominately residential, between Lansdowne Avenue and Sheridan Avenue, to commercial/retail at street level with residential apartments above, between Sheridan Avenue and Dovercourt Road. Several schools and churches front on or are located in close proximity to College Street, between Dundas Street West and Dovercourt Road.

The general parking regulations on College Street vary depending on the abutting land use and are as follows:

#### Lansdowne Avenue to Sheridan Avenue:

##### South Side:

- No Stopping, from 7:00 a.m. to 9:00 a.m., Monday to Friday;
- 1 Hour maximum parking, from 9:00 a.m. to 6:00 p.m., Monday to Friday, and from 8:00 a.m. to 6:00 p.m., Saturdays;
- No Parking Except by Permit, from 2:00 a.m. to 7:00 a.m., daily.

##### North Side:

- No Stopping, from 4:00 p.m. to 6:00 p.m., Monday to Friday;
- 1 Hour maximum parking, from 8:00 a.m. to 4:00 p.m., Monday to Friday; and from 8:00 a.m. to 6:00 p.m., Saturdays;
- No Parking Except by Permit, from 2:00 a.m. to 7:00 a.m. daily.

#### Sheridan Avenue to Dovercourt Road

##### South Side:

- No Stopping, from 7:00 a.m. to 9:00 a.m., Monday to Friday;
- Pay-and-Display parking, from 9:00 a.m. to 6:00 p.m., Monday to Friday; and from 8:00 a.m. to 6:00 p.m., Saturdays.

##### North Side:

- No Stopping, from 4:00 p.m. to 6:00 p.m., Monday to Friday;
- Pay-and-Display parking, from 8:00 a.m. to 4:00 p.m., Monday to Friday; and from 8:00 a.m. to 6:00 p.m., Saturdays.

#### **Queen Street West, from Gladstone Avenue to Dovercourt Road**

This section of Queen Street West is a major arterial roadway with a daily two-way traffic flow of approximately 20,000 vehicles and a speed limit of 50 km/h. Toronto Transit Commission (TTC) service on this section of Queen Street West is provided by the “501-Queen” streetcar. Streetcars operate in a mixed traffic environment.

The subject section of Queen Street West contains 2 signalized intersections. The “transit priority” feature is provided at the signalized intersections on Queen Street West to help eastbound and westbound streetcars clear the signalized intersections at Dovercourt Road

and Gladstone Avenue. No turn restrictions are currently in effect at any time of day along Queen Street West, between Gladstone Avenue and Dovercourt Road.

Adjacent properties along this section of Queen Street West are predominately commercial/retail at street level, with residential apartments above.

The general parking regulations on this section of Queen Street West, from Gladstone Avenue to Dovercourt Road are as follows:

South Side:

- No Stopping, from 7:00 a.m. to 9:00 a.m., Monday to Friday;
- Pay-and-Display parking, from 9:00 a.m. to 9:00 p.m., Monday to Saturday; and from 1:00 p.m. to 9:00 p.m., Sunday.

North Side:

- No Stopping from 4:00 p.m. to 6:00 p.m., Monday to Friday;
- Pay-and-Display parking, from 8:00 a.m. to 4:00 p.m. and from 6:00 p.m. to 9:00 p.m., Monday to Friday; from 8:00 a.m. to 9:00 p.m., Saturday; and from 1:00 p.m. to 9:00 p.m., Sunday.

## **Proposal**

Extending the morning and afternoon peak hour stopping regulations to apply from 7:00 a.m. to 10:00 a.m., Monday to Friday on the south side of each street, and from 3:30 p.m. to 6:30 p.m. on the north side of each street is recommended. This will reduce congestion on College Street, from Dundas Street West to Dovercourt Road and on Queen Street West, from Gladstone Avenue to Dovercourt Road and improve streetcar flow. Parking will continue to be allowed on the north side of each street during the 7:00 a.m. to 10:00 a.m. period and on the south side during the 3:30 p.m. to 6:30 p.m. period.

Introduction of turn prohibitions onto local streets along transit routes have not typically been considered in the past. Regulations to this effect are in place on sections of King Street West and were more recently implemented on a section of Dundas Street West in Ward 18. While some local neighbourhoods have traffic management plans in effect that limit access and discourage traffic infiltration from abutting arterial roads, these traffic management plans also impact local residents. This requires residents to travel more circuitous routes when entering or leaving the neighbourhood. Although Transportation Services receives complaints, residents generally adapt to the changes.

Implementing turn prohibitions at several locations on College Street and on Queen Street West will complement the extended rush-hour stopping regulations and enhance surface transit operations. Prohibiting left-turns, from 7:00 a.m. to 10:00 a.m., Monday to Friday by eastbound traffic is recommended on:

- College Street at St. Clarens Avenue, Sheridan Avenue, Gladstone Avenue, and Bill Cameron Lane; and

- Queen Street West at Beaconsfield Avenue

Similarly, prohibiting left-turns from 3:30 p.m. to 6:30 p.m., Monday to Friday by westbound traffic is recommended on:

- College Street at Rusholme Road, Rusholme Park Crescent, Gladstone Avenue, Sheridan Avenue, Orpen Lane and Marguretta Street; and
- Queen Street West at, Lisgar Street and Abell Street.

In addition, the existing eastbound and westbound left-turn prohibitions, currently from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., Monday to Friday on College Street at Dufferin Street should be extended to apply from 7:00 a.m. to 10:00 a.m. and from 3:30 p.m. to 6:30 p.m., Monday to Friday.

The amendments to the traffic by-laws required to implement these changes are outlined in Appendix A – College Street, from Dundas Street West to Dovercourt Road and in Appendix B – Queen Street West, from Gladstone Avenue to Dovercourt Road.

### **Local impacts**

Extending the rush-hour parking regulations will be a concern to local businesses on both streets and possibly to residents along College Street and along Queen Street West. Residents in the adjacent neighbourhoods might see an increase in demand for parking on those streets.

Left-turns are not prohibited during rush hour periods from College Street onto Brock Avenue, Dovercourt Road or Lansdowne Avenue at the present time. Prohibiting left-turns during the extended rush hour periods at these signalized intersections is feasible but doing so will provide locally generated traffic (primarily residents) with no potential access to their neighbourhood, and potentially increase traffic volume on other local streets as residents explore ways to get home.

Expectations are that prohibiting left-turns from College Street at all local streets except for Brock Avenue, Dovercourt Road and Lansdowne Avenue will increase left-turn demand at these streets by about 50 to 120 vehicles per hour. Left-turn lanes are not provided at these intersections and cannot be provided due to road width constraints and TTC track location. Staff has concern that left-turn queuing at these intersections could impact on TTC operation. Staff is continuing to review potential signal modifications that could enhance turning opportunity at these intersections.

The impact of implementing left-turn prohibitions on Queen Street West is minor. No increased left-turn demand at Gladstone Avenue is expected and a minor increase of about 20 vehicles per hour during the rush hour periods might be expected at Dovercourt Road. Queuing on the streetcar tracks is not expected to pose a problem on Queen Street West at Dovercourt Road.

## **Public consultation**

Transportation Services has not been involved in nor are we aware of any public consultation that might have taken place with residents and business proprietors along College Street or Queen Street West.

## **CONCLUSION**

The initiatives are limited to a small section of College Street and Queen Street West relative to the overall size of these transportation corridors. Implementing the extended rush-hour stopping regulations and left-turn prohibitions outlined in this report will not produce significant overall improvements to traffic congestion, surface transit operations and cycling safety along College Street and Queen Street West. However, local improvements are expected. Local businesses and residents might experience some inconvenience. More importantly, these changes will provide a basis for measuring the economic, social and environmental impacts of this sustainable transportation initiative before considering future expansion of the initiative elsewhere along College Street, Queen Street West or other surface transit corridors in the City that operate in a mixed traffic environment.

## **CONTACT**

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## **ATTACHMENTS**

Drawing No. 421F-9329, dated June 2008  
Drawing No. 421F-9330, dated June 2008  
Appendix "A", College Street, from Dundas Street West to Dovercourt Road  
Appendix "B", Queen Street West, from Gladstone Avenue to Dovercourt Road

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