



**STAFF REPORT
ACTION REQUIRED**

**Parking Regulations – Dundas Street West, from
Bathurst Street to Dovercourt Road**

Date:	October 28, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 19
Reference Number:	Ts08189te.top.doc

SUMMARY

Transportation Services is reporting at the request of Deputy Mayor Joe Pantalone on the feasibility of rescinding the parking prohibition from 7:00 a.m. to 9:00 a.m., Monday to Friday on the north side and from 4:00 p.m. to 6:00 p.m., Monday to Friday, on the south side of Dundas Street West, between Bathurst Street and Dovercourt Road to enhance parking opportunity for patrons of local businesses.

A recent evaluation of the operational impacts to streetcar service resulting from similar changes made to parking regulations on the section of Dundas Street West, immediately to the west, between Dovercourt Road and Sterling Road indicates TTC streetcars are encountering service delays increasing travel time by an average of 14%. This evaluation is the subject of a separate report to Toronto and East York Community Council but the findings have a direct bearing on this request since similar delays could be expected to occur between Bathurst Street and Dovercourt Road.

Considering that streetcars will experience delays, rescinding the parking prohibition from 7:00 a.m. to 9:00 a.m., Monday to Friday on the north side and from 4:00 p.m. to 6:00 p.m., Monday to Friday, on the south side of Dundas Street West, between Bathurst Street and Dovercourt Road is not recommended. Retaining these peak period parking prohibitions is in keeping with the short-term Sustainable Transportation Initiatives adopted by Council.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. Not rescind the “No Parking, from 7:00 a.m. to 9:00 a.m., Monday to Friday” regulation on the north side and the “No Parking, from 4:00 p.m. to 6:00 p.m., Monday to Friday” regulation, on the south side of Dundas Street West, between Bathurst Street and Dovercourt Road.

Financial Impact

The adoption of the above-noted recommendation has no financial impact.

If, however, City Council decides to rescind the peak period parking prohibitions on Dundas Street West, between Bathurst Street and Dovercourt Road, the following financial impact will result:

1. The estimated cost of adjusting the parking signs is \$2,000.00. Funds are available in Transportation Services 2008 Operating Budget for this work.
2. The cost of modifying parking machine hardware and adjusting the “Pay & Display” parking signs in the estimated amount of \$10,000.00 is the responsibility of the Toronto Parking Authority. Funds are available in the Toronto Parking Authority’s 2008 Operating Budget for this work.

ISSUE BACKGROUND

City Council, at its meeting of September 26 and 27, 2007 rescinded the parking prohibitions in the off-peak direction on both sides of Dundas Street West, between Dovercourt Road and Sterling Road and in doing so, allowed parking from 7:00 a.m. to 9:00 a.m., Monday to Friday on the north side and from 4:00 p.m. to 6:00 p.m., Monday to Friday, on the south side of the street. This change was intended to address concerns of area merchants to increase parking opportunities during rush hour periods for patrons of local businesses. Staff was requested to report back to Toronto and East York Community Council in 2008 on the impacts of these changes on TTC operations (Item TE8.114).

In August, 2008, Deputy Mayor Joe Pantalone requested staff to report on implementing the same changes to the rush hour parking regulations on the section of Dundas Street West, between Bathurst Street and Dovercourt Road, and forward our report to Toronto and East York Community Council in conjunction with the above-noted impact report.

COMMENTS

Existing Conditions

Dundas Street West, between Bathurst Street and Dovercourt Road, is a four-lane, minor arterial roadway with a daily two-way traffic volume of approximately 18,000 vehicles and a speed limit of 50 km/h. This section of Dundas Street West contains seven traffic

control signals and one pedestrian crossover (PXO). Transit service is provided by the “505-Dundas” streetcar, which operates on a shared right-of-way with general traffic. This streetcar carries about 36,000 riders on a typical weekday and operates with five-minute headway during the peak periods. There is transit signal priority on Dundas Street West to assist eastbound and westbound streetcars in clearing the signalized intersections.

The general parking regulations on this section of Dundas Street West are as follows:

North side:

- No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday;
- No Parking, 7:00 a.m. to 9:00 a.m., Monday to Friday;
- Pay & Display parking, between the hours of 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m., Monday to Friday, 8:00 a.m. to 9:00 p.m., Saturday and 1:00 p.m. to 9:00 p.m., Sunday; and
- three-hour parking permitted at all other times.

South side:

- No Stopping, 7:00 a.m. to 9:00 a.m., Monday to Friday;
- No Parking, 4:00 p.m. to 6:00 p.m., Monday to Friday;
- Pay & Display parking, between the hours of 9:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m., Monday to Friday, 8:00 a.m. to 9:00 p.m., Saturday and 1:00 p.m. to 9:00 p.m., Sunday; and
- three-hour parking permitted at all other times.

Pay & Display parking is not in effect on either side of Dundas Street West in the vicinity of Trinity Bellwoods Park, where parking between Grace Street and Shaw Street is allowed for a maximum period of one-hour, from 9:00 a.m. to 4:00 p.m., daily.

Impacts of allowing parking

Parking and/or stopping is generally prohibited on both sides of arterial roadways during the 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday rush hour periods to minimize delays to public transit service, particularly streetcars and enhance roadway capacity. However, local BIA’s often say this reduces parking opportunity for customers and generally hurts business. Although less of a problem in the morning rush hour period when many businesses are closed, it is more of an issue in the afternoon rush hour period when businesses are open. On some arterial roads, parking has been allowed on the off-peak side of the street (the side of the street with the lower traffic volume) to provide more potential parking spaces in retail areas.

The TTC opposes allowing parking during peak periods on either side of four-lane roadways with streetcar service. Parked vehicles create congestion that delays transit service. These impacts are:

- In the direction of travel/side of roadway where parking is allowed (e.g. eastbound in the afternoon peak period), “bottlenecks” are created where two traffic lanes merge into one. The movement of vehicles entering and exiting parking spaces may also delay streetcars;
- Streetcars travelling in the opposite direction on the side of the street where parking is prohibited are also impacted as a result of vehicles parked on the opposite side of the street (e.g. westbound in the afternoon peak period). Specifically, at intersections where left-turn movements are allowed, a motorist waiting to turn left has less available gaps through which to turn when opposing traffic is restricted to one lane instead of two. A streetcar queued behind the left-turning motorist also is delayed; and
- The cumulative impact of streetcar delays over the entire route leads to instability and unreliability of the service.

Studies undertaken on the section of Dundas Street West in Ward 18 indicate allowing parking on the off-peak side of the street during the rush hour periods has resulted in the following negative impacts on streetcar service.

- Increased travel times. The comparison of the “before” and “after” data indicates that allowing parking has increased travel times for streetcars by an average of about 14%;
- Increased occurrence of service gaps or “bunching”. The data comparison indicates that the maximum travel times have increased by about 40%; and
- Decreased service reliability. The data indicates there is now a greater variation in streetcar travel times, causing streetcar service to be more unreliable.

These same characteristics will occur if parking is allowed from 7:00 a.m. to 9:00 a.m., Monday to Friday on the north side and from 4:00 p.m. to 6:00 p.m., Monday to Friday, on the south side of Dundas Street West, between Bathurst Street and Dovercourt Road.

Public transit is a sustainable transportation initiative and enhancing TTC operations is a priority. As a means of achieving this goal, investigation is underway on other arterial roadways with TTC service to increase the length of the peak period parking/stopping prohibitions, in accordance with the short-term Sustainable Transportation Initiatives adopted by Council. This initiative has already been implemented on College Street and on Queen Street West, in Ward 18 and staff is recommending reinstatement of the parking prohibitions where rescinded in 2007 on Dundas Street West, between Dovercourt Road and Sterling Road.

Rescinding the peak period parking prohibition from 7:00 a.m. to 9:00 a.m., Monday to Friday on the north side and from 4:00 p.m. to 6:00 p.m., Monday to Friday, on the south side of Dundas Street West, between Bathurst Street and Dovercourt Road might benefit the local business community. However, it will create noticeable delays to streetcar service and is not recommended.

Alternate recommendations

If, despite the findings above, the City Council determines that allowing parking on the north side of Dundas Street West, from 7:00 a.m. to 9:00 a.m., Monday to Friday and on the south side from 4:00 p.m. to 6:00 p.m., Monday to Friday, between Bathurst Street and Dovercourt Road, would be beneficial, it should adopt the regulatory changes listed in Appendices “A” to “D”. These appendices outline the regulatory changes necessary to rescind the parking prohibitions during the hours of 7:00 a.m. to 9:00 a.m., Monday to Friday, on the north side and 4:00 p.m. to 6:00 p.m. Monday to Friday, on the south side of the street.

In addition, City Council should request Transportation Services in consultation with Deputy Mayor Pantalone, to evaluate the need to implement left-turn prohibitions from 7:00 a.m. to 9:00 a.m., Monday to Friday for eastbound vehicles and from 4:00 p.m. to 6:00 p.m., Monday to Friday for westbound vehicles at various intersections along Dundas Street West, between Bathurst Street and Dovercourt Road to minimize potential delays to streetcars caused by left-turn queuing.

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SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services

ATTACHMENTS

Drawing No. 421F-9375, dated July 2008
Appendix “A” – No Parking Adjustments
Appendix “B” – Parking Machine Adjustments
Appendix “C” – Parking Meter Adjustments
Appendix “D” – Parking for Restricted Periods Adjustments

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