



STAFF REPORT ACTION REQUIRED

Parking Regulations – Dundas Street West, Dovercourt Road to Sterling Road – One Year Review

Date:	October 20, 2008
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Davenport, Ward 18
Reference Number:	Ts08184te.top.doc

SUMMARY

Transportation Services is reporting on City Council's request to evaluate the impacts to transit service as a result of 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 Dovercourt Road and Sterling Road. These changes, which allowed parking on the side of the street with off-peak traffic flow, as well as the implementation of left-turn prohibitions during rush hour periods at five intersections, were made in November 2007.

"Before" and "after" studies undertaken by the Toronto Transit Commission (TTC) indicate that the change to the parking regulations has delayed streetcars, increasing travel time by a minimum of about 6% to a maximum of about 40% on Dundas Street West. Transportation Services is requesting approval to reinstate the peak period parking prohibitions noted above and retain the left-turn prohibitions to enhance transit operations.

Reinstatement of the peak period parking prohibitions and retaining the turn restrictions are consistent with and support the short-term Sustainable Transportation Initiatives adopted by Council.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. Adopt the regulations listed in Appendix "A" of this report, to reinstate the peak period 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 Dundas Street West, between Dovercourt Road and Sterling Road.

2. Retain the “No Left Turn, 7:00 a.m. to 9:00 a.m., Monday to Friday” regulation for eastbound traffic and the “No Left Turn, 4:00 p.m. to 6:00 p.m. Monday to Friday” regulation for westbound traffic on Dundas Street West at:
 - a. St. Clarens Avenue;
 - b. Brock Avenue;
 - c. Sheridan Avenue;
 - d. Gladstone Avenue; and
 - e. Rusholme Drive/Beaconsfield Avenue

Financial Impact

The estimated cost of adjusting the parking signs is \$2,000.00. Funds are available in Transportation Services 2008 Operating Budget for this work.

The cost of modifying parking machine hardware and adjusting the “Pay-&-Display” parking signs in the estimated amount of \$12,000.00 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 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 Dovercourt Road and Sterling Road. This measure was intended to address concerns of area merchants to expand parking opportunities for patrons. In addition, eastbound left-turns were prohibited from 7:00 a.m. to 9:00 a.m., Monday to Friday and westbound left-turns were prohibited from 4:00 p.m. to 6:00 p.m., Monday to Friday at five intersections on the same section of roadway to enhance streetcar operations. City Council also requested Transportation Services and Toronto Transit Commission (TTC) to review the impacts of the regulatory changes on TTC operations, comment on Toronto Parking Authority’s on-going search for a potential off-street parking site in this area of Dundas Street West, and report back to Toronto and East York Community Council in September 2008 (Item TE8.114).

COMMENTS

Existing Conditions

The parking signage reflecting the new regulations was changed over in November, 2007. Dundas Street West, between Dovercourt Road and Sterling Road, is a four-lane, minor arterial roadway with a daily two-way traffic volume of approximately 16,000 vehicles and a speed limit of 50 km/h. The subject section of Dundas Street West contains five traffic control signals and three pedestrian crossovers (PXO). Transit service is provided by the “505-Dundas” streetcar, which operates on a shared right-of-way with general traffic. This streetcar service 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;
- Pay & Display parking, between the hours of 8:00 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;
- Pay & Display parking, between the hours of 9:00 a.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.

Prior to November 2007, parking was prohibited on the south side (eastbound) of Dundas Street West, from 7:00 a.m. to 9:00 a.m., Monday to Friday and on the north side (westbound), from 4:00 p.m. to 6:00 p.m., Monday to Friday.

To offset the adverse impacts on traffic flow and streetcar service in particular, resulting from allowing parking on the off-peak side of the street, left-turn prohibitions were enacted at five intersections during the rush hour periods. Left-turns were prohibited from 7:00 a.m. and 9:00 a.m., Monday to Friday for eastbound traffic and from 4:00 p.m. and 6:00 p.m., Monday to Friday for westbound traffic on Dundas Street West at:

- St. Clarens Avenue;
- Brock Avenue;
- Sheridan Avenue;
- Gladstone Avenue; and
- Rusholme Drive/Beaconsfield Avenue.

Impacts

The TTC has consistently opposed any relaxation of peak period parking prohibitions on four-lane roadways with streetcar service. Parked vehicles eliminate a lane of traffic, reducing roadway capacity and creating congestion that delays transit service. A summary of these impacts is as follows:

- In the direction of travel/side of roadway where parking is now 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.

Of note, 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, through Ward 18.

Studies

The TTC undertook studies in 2008 to determine the impacts of the parking changes on transit service. The studies measured streetcar travel-times before and after the parking changes were implemented. The travel-times were measured on Dundas Street West, between Lansdowne Avenue and at Ossington Avenue. Although the Ossington Avenue data collection point falls slightly outside of the impacted area in which the parking changes were made, it is consistent with the surveys taken before the change in parking regulations and does not skew the results.

The “before” period, when the parking prohibitions were in place, used three weeks of transit data collected during March 2006. The “after” period, when parking was allowed, used three weeks of data collected during March 2008. Although the “before” period is not recent, it was necessary to use this data because construction on Dundas Street West between May 2006 and December 2007 required temporarily replacing streetcars with buses.

The streetcar travel times were measured in the eastbound direction during the weekday afternoon rush hour period and in the westbound direction during the weekday morning rush hour period. The following tables summarize the results of the TTC’s studies.

	Eastbound Travel Time in the Afternoon Peak Period		
	“Before”	“After”	Change
Average	6 minutes, 10 seconds	7 minutes, 1 second	+ 13.6 %
Minimum	4 minutes, 40 seconds	4 minutes, 40 seconds	No change
Maximum	7 minutes, 20 seconds	10 minutes, 20 seconds	+ 40.9 %
Standard Deviation	38 seconds	1 minute, 5 seconds	+ 72.3 %

	Westbound Travel Time in the Morning Peak Period		
	“Before”	“After”	Change
Average	5 minutes, 31 seconds	5 minutes, 51 seconds	+ 6.2 %
Minimum	4 minutes, 0 seconds	4 minutes, 0 seconds	No change
Maximum	7 minutes, 20 seconds	8 minutes, 40 seconds	+ 18.2 %
Standard Deviation	40 seconds	55 seconds	+ 38.6 %

Notwithstanding the left-turn prohibitions implemented to enhance traffic flow, travel-time for streetcars in both directions has increased by a minimum of about 6% to a maximum of about 40% in the rush hour periods.

Resolution

The TTC’s studies indicate the amendments to the parking regulations on Dundas Street West have had negative impacts on transit service during the weekday peak periods. These impacts are:

- Increased travel times. The comparison of the TTC’s “before” and “after” data indicates that the changes in the parking regulations have caused delay and increased travel time for eastbound and westbound streetcars;
- Increased occurrence of service gaps or “bunching”. The data comparison indicates that the maximum travel times, representing the worst-case scenario, have also increased; and
- Decreased service reliability. The comparison of the standard deviation data indicates there is now a larger variation in streetcar travel times, which causes streetcar service to be more unreliable.

Public transit is a sustainable transportation initiative and enhancing TTC operations is a priority. Allowing 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 Dundas Street West, between Dovercourt Road and Sterling Road might be considered a benefit by the local business community. However, it has significantly delayed public transit operations.

It was City Council’s intent that the 2007 parking amendments would be rescinded once other (off-street) parking spots are provided in the area. In this regard, the Toronto Parking Authority was requested to continue its search for a suitable site to establish a parking lot. Transportation Services has been advised that while the TPA continues to explore the possibility of providing off-street parking in this area of Dundas Street West, to date they have been unable to identify or obtain prospective land to establish a parking lot.

Despite being unable to provide a parking lot in this area in the foreseeable future, given the delays experienced by streetcars, Transportation Services recommends reinstating the parking prohibition from 7:00 a.m. to 9:00 a.m., Monday to Friday on the north side of Dundas Street West and from 4:00 p.m. to 6:00 p.m., Monday to Friday on the south side of the street to enhance public transit operations. Approval of the regulatory amendments outlined in Appendix “A” is required to reinstate the peak period parking prohibitions.

To further minimize delay to streetcars caused by left-turning motorists, staff also recommends retaining that the left-turn prohibitions implemented in 2007 at the five locations outlined above.

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SIGNATURE

Andrew Koropeski, P.Eng.
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LIST OF ATTACHMENTS

- (1) Drawing No. 421F-8475 dated August 2006
- (2) Appendix “A”: Peak Period Parking Adjustments on Dundas Street West

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