



STAFF REPORT ACTION REQUIRED

Parking amendments and left turn prohibitions – Dundas Street West, between Dovercourt Road and Sterling Road (Sustainable Transportation Initiative)

Date:	September 24, 2009
To:	City Council
From:	General Manager, Transportation Services
Wards:	Ward 18, Davenport
Reference Number:	Cc09124te.top.doc

SUMMARY

Transportation Services is requesting approval from City Council to implement a parking and traffic management initiative developed by the Toronto Transit Commission in consultation with Transportation Services and the Ward Councillor, intended to improve streetcar and general traffic operations on Dundas Street West through Ward 18.

The proposal is to extend the duration of the morning and afternoon rush hour stopping prohibitions where applicable along Dundas Street West, between Dovercourt Road and Sterling Road to apply from 7:00 a.m. to 10:00 a.m./3:30 p.m. to 6:30 p.m. where applicable and prohibit standing at all times on both sides of Dundas Street West within distances ranging between 60 metres to 90 metres east and/or west of Brock Avenue, Dovercourt Road, Dufferin Street Lansdowne Avenue and Sheridan Avenue. In addition several left-turn amendments on Dundas Street West are suggested, specifically: adjusting the duration of several left-turn prohibitions where currently in place to coincide with the extended rush hour stopping regulations; implement eastbound and westbound left-turn prohibitions from 7:00 a.m. to 7:00 p.m., Monday to Saturday at Dufferin Street; an eastbound left-turn prohibition at all times, Monday to Saturday at Lansdowne Avenue; an eastbound left-turn prohibition from 7:00 a.m. to 10:00 a.m., Monday to Friday at Dovercourt Road and Rusholme Road; and a westbound left-turn prohibition from 3:30 p.m. to 6:30 p.m., Monday to Friday at Lisgar Street.

These changes coupled with amendments to parking regulations on several intersecting local streets extending north and south from Dundas Street West, between Dovercourt Road and Lansdowne Avenue (addressed in a separate report to Toronto and East York Community Council) are intended to improve streetcar and general traffic operation on

Dundas Street West while providing parking opportunity on Dundas Street West and on the commercial flank of intersecting local streets for patron of local businesses.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that City Council:

1. Adopt the regulatory amendments listed in Appendix “A” and “B” of this report, that will:
 - a) Extend the duration of the current “No Stopping, from 4:00 p.m. to 6:00 p.m., Monday to Friday” regulation to apply, “from 3:30 p.m. to 6:30 p.m., except Saturday, Sunday and Public Holidays”, on the north side of Dundas Street West, from Dovercourt Road to College Street;
 - b) Extend the duration of the current “No Stopping, from 7:00 a.m. to 9:00 a.m., Monday to Friday” regulation to apply, “from 7:00 a.m. to 10:00 a.m., except Saturday, Sunday and Public Holidays”, on the south side of Dundas Street West, from College Street to Dovercourt Road;
 - c) Prohibit left-turns from 7:00 a.m. to 7:00 p.m., Monday to Saturday except Public Holidays (bicycles excepted) by eastbound and westbound traffic on Dundas Street West at Dufferin Street;
 - d) Prohibit left-turns at all times Monday to Saturday except Public Holidays (TTC vehicles and bicycles excepted) by eastbound traffic on Dundas Street West at Lansdowne Avenue;
 - e) Prohibit left-turns from 7:00 a.m. to 10:00 a.m., except Saturday, Sunday and Public Holidays (bicycles excepted) by eastbound traffic on Dundas Street West at Dovercourt Road and at Rusholme Road;
 - f) Prohibit left-turns from 3:30 p.m. to 6:30 p.m., except Saturday, Sunday and Public Holidays (bicycles excepted) by westbound traffic on Dundas Street West at Lisgar Street;
 - g) Adjust the operational period of the “No Left Turn, from 7:00 a.m. to 9:00 a.m., Monday to Friday” regulation by eastbound traffic on Dundas Street West at Brock Avenue, Gladstone Avenue, Rusholme Drive, St. Clarens Avenue, and Sheridan Avenue to apply, “from 7:00 a.m. to 10:00 a.m., except Saturday, Sunday and Public Holidays (bicycles excepted)”;
 - h) Adjust the operational period of the “No Left Turn, from 4:00 p.m. to 6:00 p.m., Monday to Friday” regulation by westbound traffic on Dundas Street West at Brock Avenue, Gladstone Avenue, St. Clarens Avenue and Sheridan Avenue to apply, “from 3:30 p.m. to 6:30 p.m., except Saturday, Sunday and Public Holidays (bicycles excepted)”;

- i) Implement “No Standing Anytime” regulations on Dundas Street West at the following locations
- north side, from a point 60 metres east to a point 74 metres west of Brock Avenue;
 - south side, from a point 60 metres west to a point 60 metres east of Brock Avenue;
 - both sides, from Dovercourt Road to a point 60 metres west;
 - north side, from a point 88 metres east to a point 90 metres west of Dufferin Street;
 - south side, from a point 90 metres west to a point 90 metres east of Dufferin Street;
 - both sides, from a point 90 metres east to a point 90 metres west of Lansdowne Avenue; and
 - both sides, from a point 60 metres east to a point 60 metres west of Sheridan Avenue.

Financial Impact

Funding is available in the 2009 Operating Budget for Transportation Services (for signage) and in the 2009 Operating Budget for Toronto Parking Authority (modifications, removal/relocation of parking machines) in the following accounts:

Type of funding	Source of funds	Amount
Operating	Transportation Services Division (TP0397-Sign Installation & Maintenance)	\$30,000.00
Operating	Toronto Parking Authority	\$40,000.00
Total		\$70,000.00

The Toronto Parking Authority has advised that the lost revenue component associated with these parking amendments is estimated at \$315,000.00 annually. A significant amount of the lost revenue will be recovered through the installation of parking machines to control use of about 50 parking spaces on the commercial flank of local streets intersecting with Dundas Street West, between Dovercourt Road and Lansdowne Avenue (initiative is subject to approval by Toronto and East York Community Council).

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

City Council at its meeting of April 29 and 30, 2009 referred Item TE20.65, containing: a staff report (October 20, 2008) entitled, “Parking Regulations – Dundas Street West, Dovercourt Road to Sterling Road – One Year Review”; a letter (April 29, 2009) from the Ward Councillor regarding an alternative proposal recently developed by the TTC and Transportation Services; and a memorandum (April 28, 2009) from the Manager, Traffic Operations, Toronto and East York District giving a brief overview of this alternative proposal, to the Public Works and Infrastructure Committee for consideration at its meeting on June 3, 2009. The links to these documents are listed below.

<http://www.toronto.ca/legdocs/mmis/2008/te/bgrd/backgroundfile-17050.pdf>

<http://www.toronto.ca/legdocs/mmis/2009/cc/bgrd/backgroundfile-21026.pdf>

<http://www.toronto.ca/legdocs/mmis/2009/cc/bgrd/backgroundfile-21027.pdf>

City Council also requested the General Manager, Transportation Services, to report to the Public Works and Infrastructure Committee at its meeting on June 3, 2009, for consideration with Item TE20.65, on opportunities for the addition or conversion of parking on streets that connect with Dundas Street West in Ward 18 and the Public Works and Infrastructure Committee forward any recommendations that would impact those streets to the Toronto and East York Community Council.

ISSUE BACKGROUND

The Public Works and Infrastructure Committee at its meeting of June 3, 2009 referred a separate staff report entitled, “Introduction of Pay-and-Display Parking - Local Streets Intersecting Dundas Street West, between Dovercourt Road and Lansdowne Avenue” (Item PW25.4) to Toronto and East York Community Council for consideration; received for information the recommendations of the Toronto and East York Community Council contained in Item TE20.65; and requested the General Manager, Transportation Services to report directly to City Council on the alternative parking and traffic management proposal intended to improve streetcar and general traffic operation on Dundas Street West, from Dovercourt Road to College Street.

COMMENTS

Operational background

Dundas Street West, between Dovercourt Road and Sterling Road is a minor arterial road. The daily two-way traffic volume is about 16,000 vehicles and the speed limit is 50 km/h. This section of Dundas Street West contains five traffic control signals and three pedestrian crossovers (PXO). The “505-Dundas” streetcar 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 a 5-minute headway during the peak periods. The traffic signals on Dundas Street West provide transit priority to assist streetcars in clearing the signalized intersections.

Parking regulations were implemented in November 2007 on Dundas Street West, between Dovercourt Road and Sterling Road intended to improve parking opportunity for patrons of local business during the morning and afternoon rush hour period. The regulatory changes 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 Dundas Street West. Parking had previously been prohibited during these times to enhance streetcar and general traffic operations.

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 along the same section of Dundas Street West to address concerns expressed by the TTC about service delays resulting from the combination of parking on the off-peak side of the street and motorists queuing on the streetcar tracks while waiting to make left-turns.

Effects of parking on streetcar operations

The TTC opposes any relaxation of rush hour parking prohibitions on four-lane roadways with streetcar service. Parked vehicles eliminate a lane of traffic, reduce roadway capacity and create congestion that delays transit service. These are the typical effects:

- In the direction of travel/side of roadway where parking is allowed, “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. At intersections where left-turns 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.

Dundas Street West – Transit delay studies

The TTC undertook studies along Dundas Street West 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. Both the before study (March 2006) and after study (March 2008) evaluated three weeks of recorded data.

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 off-peak directions). Despite the left-turn prohibitions that were implemented to enhance traffic flow, travel-time for streetcars in both directions

increased by a minimum of about 6% (20 seconds) to a maximum of about 40% (3 minutes) during the rush hour periods in the off-peak direction.

Transit and parking interests

Reducing traffic congestion, improving surface transit service, and increasing cyclist safety during the “shoulder” rush hour periods (the half-hour to full hour before/after the typical 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. periods) are identified as short-term sustainable transportation initiatives by Transportation Services and supported by City Council to achieve in part the reduction targets contained in the “Climate Change Plan” for levels of greenhouse gas emissions and locally generated smog-causing pollutants.

Towards achieving this goal Council has adopted in principle various initiatives intended to enhance TTC operations. These initiatives incorporate extending the morning and evening rush hour parking/stopping prohibitions, and implementing turn prohibitions on arterial roadways to reduce vehicular queuing. These initiatives were recently implemented on sections of College Street and Queen Street West, in Ward 18.

However, providing parking along retail and commercial stretches of arterial roads in the central area of the City is stressed by Business Improvement Areas as an integral component of maintaining vibrant business communities that attract both local and suburban shoppers/patrons. This is often stressed to a greater degree in Toronto’s ethnic retail communities that attract patrons from surrounding municipalities in the GTA.

In considering these competing interests, the TTC and Transportation Services is striving to find a balance that will improve transit operations and retain the option of on-street parking in the retail community for persons patronizing local business along Dundas Street West, between Dovercourt Road and Sterling Road.

Proposal

Reinstating the parking prohibitions on both sides of Dundas Street West, between Dovercourt Road and Sterling Road is an option that would address the concerns about streetcar operations but will not address the parking demands of the business community.

The alternative parking and traffic management proposal recommends:

- Extending the duration of the current stopping prohibition (from 7:00 a.m. to 9:00 a.m., Monday to Friday) to apply from 7:00 a.m. to 10:00 a.m., Monday to Friday, on the south side of Dundas Street West, between College Street and Dovercourt Road;
- Extending the duration of the current stopping prohibition (from 4:00 p.m. to 6:00 p.m., Monday to Friday) to apply from 3:30 p.m. to 6:30 p.m., Monday to Friday, on the north side of Dundas Street West, between College Street and Dovercourt Road;

- Extending the operational period of the existing eastbound left-turn prohibitions on Dundas Street West, currently from 7:00 a.m. to 9:00 a.m., Monday to Friday, to apply from 7:00 a.m. to 10:00 a.m., except Saturday, Sunday and Public Holidays (bicycles excepted) at the intersections of Brock Avenue, Gladstone Avenue, Rusholme Drive, St. Clarens Avenue and Sheridan Avenue;
- Extending the operational period of the existing westbound left-turn prohibitions on Dundas Street West, currently from 4:00 p.m. to 6:00 p.m., Monday to Friday, to apply from 3:30 p.m. to 6:30 p.m., except Saturday, Sunday and Public Holidays (bicycles excepted) at the intersections Brock Avenue, Gladstone Avenue, St. Clarens Avenue and Sheridan Avenue;
- Prohibiting left-turns from 7:00 a.m. to 10:00 a.m., except Saturday, Sunday and Public Holidays (bicycles excepted) by eastbound traffic on Dundas Street West at Dovercourt Road and at Rusholme Road;
- Prohibiting left-turns from 7:00 a.m. to 7:00 p.m., Monday to Saturday except Public Holidays (bicycles excepted by eastbound and westbound traffic on Dundas Street West at Dufferin Street;
- Prohibiting left-turns at all times, Monday to Saturday except Public Holidays (TTC vehicles and bicycles excepted) by eastbound traffic on Dundas Street West at Lansdowne Avenue;
- Prohibiting left-turns from 3:30 p.m. to 6:30 p.m., except Saturday, Sunday and Public Holidays (bicycles excepted) by westbound traffic on Dundas Street West at Lisgar Street;
- Implementing “No Standing Anytime” regulations on Dundas Street West at the following locations:
 - north side, from a point 60 metres east to a point 74 metres west of Brock Avenue;
 - south side, from a point 60 metres west to a point 60 metres east of Brock Avenue;
 - both sides, from Dovercourt Road to a point 60 metres west;
 - north side, from a point 88 metres east to a point 90 metres west of Dufferin Street;
 - south side, from a point 90 metres west to a point 90 metres east of Dufferin Street;

- both sides, from a point 90 metres east to a point 90 metres west of Lansdowne Avenue;
- both sides, from a point 60 metres east to a point 60 metres west of Sheridan Avenue.

Rationale

Extending the “No Stopping” regulations:

Extending the duration of the rush hour stopping prohibitions on the peak flow side of Dundas Street West into the “shoulder” periods is consistent with similar regulations currently in place on Queen Street West and College Street in Ward 18. Flexible working hours have extended the length of the commuting periods of the day when higher traffic volumes are present. Parking/stopping restrictions during these periods of the day are justified and will enhance traffic/transit operation and safety for all road users.

Implementing “No Standing” regulations:

These regulations are intended to minimize right-turn queuing in advance of each intersection. At the present time queues back up (at times) to where curb lane parking begins then onto the streetcar tracks. These “No Standing” zones are typically located at nearside TTC stops and are of a length to accommodate the next generation of streetcars that will be operating in Toronto in the coming years. Coupled with the left-turn prohibitions at many of these intersections, they will serve to improve intersection capacity and reduce delays to traffic/transit in clearing each intersection. Implementing “No Standing” regulations beyond the intersection will provide greater opportunity for motorists turning onto Dundas Street West to merge into traffic. In combination, these regulations also improve sightlines between pedestrians and motor vehicles and provide a safer environment for cyclists.

Extending the hours of and/or implementing new left-turn prohibitions:

Extending the operational periods of the existing left-turn prohibitions will conform to the extended stopping prohibitions during the rush hour periods. Having coordination between rush hour parking/stopping regulations and turn restrictions is typical across the central area of the City.

Implementing left-turn prohibitions at Lansdowne Avenue, Dufferin Street, and Dovercourt Road will address specific problematic locations where streetcars experience delays due to vehicles queuing on the streetcar tracks waiting for a gap in opposing traffic flow through which to turn left.

Implementing left-turn prohibitions at Lisgar Street, and Rusholme Road is required to discourage traffic infiltration by way of these streets into the local neighbourhood to the north and south of Dundas Street West, prevent motorists from circumventing turn prohibitions elsewhere along this section of Dundas Street West, and is consistent with

the turn prohibitions at all other local streets (except Federal Street, which is a dead end) along Dundas Street West, between Dovercourt Road and Sterling Road.

Expected local impacts

Most notable will be the loss of about 71 pay-&-display parking spaces (27-north side/44-south side) on Dundas Street West, between Dovercourt Road and College Street. To offset this loss, staff has requested authority from Toronto and East York Community Council to convert existing parking areas on the commercial flank of the local streets intersecting with Dundas Street West, between Dovercourt Road and Lansdowne Avenue into pay-&-display parking. Implementing a “user pay” system will promote parking turnover and enhance parking opportunity for patrons of local businesses. About 51 parking spaces will be provided on the commercial sections of the local streets. Given the one-way operation of several local streets intersecting with Dundas Street West, some circulatory traffic can be expected in the local neighbourhoods north and south of Dundas Street West as motorists look for ways to access parking spaces on the local streets.

The “No Standing” regulations do not allow vehicles to stop at curb-side and make deliveries. This is potentially problematic to an extent but in many instances public lanes behind the businesses fronting on Dundas Street West may be used for delivery purposes.

The left-turn prohibitions will restrict access during rush hour periods to the local neighbourhoods north and south of Dundas Street West. Some residents of these neighbourhoods will feel inconvenienced initially but will quickly adjust to the situation. Residents living in the local neighbourhoods north and south of Queen Street West and College Street West in Ward 18 have adjusted to the left-turn prohibitions implemented along those streets and Transportation Services has received no complaints. The more important aspect of the turn prohibitions is that they will discourage commuter traffic from cutting through the local neighbourhood during the rush hour periods.

Public consultation

Staff of Transportation Services has not been involved in any public consultation with residents or business proprietors along Dundas Street West concerning this proposal.

CONCLUSION

The parking and traffic management proposal outlined in this report is unique and if successful could be used in other similar communities in the City where public transit operations, commuter traffic, and local parking demands compete for use of the roadway.

The proposal is a compromise developed collaboratively by the TTC, Transportation Services and the Ward Councillor. While it favours public transit operation it also acknowledges the demands of the local business community to maintain parking during rush hour periods on Dundas Street West when such activity is usually prohibited on both sides of most arterial roads in the City.

Overall, a reduction in traffic congestion, improvements to streetcar operations and cycling safety along Dundas Street West, between College Street and Dovercourt Road is expected.

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LIST OF ATTACHMENTS

- (1) Appendix "A", Regulations to be Rescinded on Dundas Street West, between Dovercourt Road and Sterling Road
- (2) Appendix "B", Regulations to be Implemented on Dundas Street West, between Dovercourt Road and Sterling Road
- (3) Drawing Nos. 421F-9650, dated May 2009
- (4) Drawing Nos. 421F-9651, dated May 2009
- (5) Drawing Nos. 421F-9652, dated May 2009
- (6) Drawing Nos. 421F-9653, dated May 2009
- (7) Drawing Nos. 421F-9654, dated May 2009
- (8) Drawing Nos. 421F-9655, dated May 2009

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