



STAFF REPORT ACTION REQUIRED

One-Way Operation and Parking Regulations – Concord Avenue, South of Bloor Street West

Date:	February 25, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 19
Reference Number:	Ts09041te.top.doc

SUMMARY

This staff report is about a matter which Community Council has been delegated authority from City Council to make a final decision.

Transportation Services has been requested by Deputy Mayor Joe Pantalone to convert the section of Concord Avenue, between Bloor Street West and the first lane south, from two-way to one-way northbound operation. This change will also allow parking to be designated on the west side of Concord Avenue.

The proposed one-way northbound operation of Concord Avenue, south of Bloor Street West will provide additional on-street parking spaces but may result in minor impacts including displaced traffic.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Approve implementation of a one-way northbound regulation on Concord Avenue, from Bloor Street West to the first lane south of Bloor Street West.
2. Rescind the “No Parking, Anytime” regulation on both sides of Concord Avenue, from Bloor Street West to the first lane south.
3. Prohibit parking at all times on the east side of Concord Avenue, from Bloor Street West to the first lane south.

4. Approve installation of parking machines on the west side of Concord Avenue, from Bloor Street West to the first lane south, to operate from 8:00 a.m. to 6:00 p.m., Monday to Saturday, for a maximum period of three hours at a rate of \$1.50 per hour.
5. Approve implementation of a “No Parking Except By Permit, 12:01 a.m. to 7:00 a.m., daily” regulation on the west side of Concord Avenue, from Bloor Street West to the first lane south.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Division Interim 2009 Operating Budget	\$500.00

The Toronto Parking Authority advises the cost of installing a parking machine on the west side of Concord Avenue, south of Bloor Street West and installing appropriate signs is \$15,000.00. These funds are available in The Toronto Parking Authority 2009 Pay & Display Machine Installation Program.

ISSUE BACKGROUND

At the request of Deputy Mayor Joe Pantalone, staff investigated converting Concord Avenue, from Bloor Street West to the first lane south to one-way northbound operation. This change will deter wrong-way traffic operation on the one-way northbound section of Concord Avenue south of the lane and enable parking to be allowed on the west side of Concord Avenue, between Bloor Street West and the lane.

COMMENTS

Current conditions

Concord Avenue operates two-way from Bloor Street West to the first lane south and one-way northbound, from Hepbourne Street to the first lane south of Bloor Street West. The pavement width of Concord Avenue is about 7.3 metres and a “Stop” sign is posted for northbound traffic on Concord Avenue at Bloor Street West.

Parking is prohibited at all times on both sides of Concord Avenue, from Bloor Street West to the first lane south. Alternate side parking and overnight permit parking regulations apply from the lane to Hepbourne Street. There are 18 parking spaces provided on this section of the street and 16 parking permits have been issued to residents. Parking, subject to the alternate side requirement, is allowed for a maximum of

one hour, Monday to Saturday outside of the permit parking hours and for three hours on Sundays.

Concord Avenue is generally residential in character, however there is a musical instrument store located on the southwest corner of Bloor Street West and Concord Avenue. This store has a parking lot for about 20 vehicles (angle parking stalls). Motorists enter the lot from the south side of Bloor Street West, west of Concord Avenue and exit by way of the lane to Concord Avenue.

Previous History

To discourage southbound motorists traveling on Concord Avenue, from Bloor Street West to the lane from inadvertently traveling further south on the one-way northbound section of the street, a modular traffic island was installed on the west side of the roadway in 1985. In spite of the modular island and other signage and pavement markings having been installed to reinforce the road operation, complaints have been received from residents about southbound motorists traveling further south on Concord Avenue.

Collision Review

Collision records for a five-year period ending April 30, 2008 were reviewed. The review included the intersection of Bloor Street West and Concord Avenue and the section of Concord Avenue, between Bloor Street West and Hepbourne Street. A total of 24 collisions have been reported. One collision was a result of a motorist travelling illegally southbound on Concord Avenue.

Proposed Operation

Ending any two-way street at a point where an opposing one-way regulation begins is potentially problematic. Despite there being a lane at the point where southbound traffic ends on Concord Avenue, this is a quasi-dead end that can take motorists unfamiliar with the neighbourhood by surprise. Staff recommends converting the section of Concord Avenue, from Bloor Street West to the first lane south, from two-way to one-way northbound operation.

With the change in traffic operation, parking could be allowed on this section of Concord Avenue. Since this section of Concord Avenue flanks retail properties on Bloor Street West, restricting parking only to one side of the street on a year round basis and implementing Pay-and-Display parking is recommended. This could promote equitable daytime use of the parking spaces. About 5-6 parking spaces can be provided on the west side of Concord Avenue, between Bloor Street West and the first lane south. This is a similar operation as allowed on Concord Avenue, north of Bloor Street West. Implementing a “No Parking Except By Permit, 12:01 a.m. to 7:00 a.m., daily” regulation on this section of Concord Avenue also is recommended. This is the same regulation that exists on the section of Concord Avenue, between the lane and Hepbourne Street.

The modular traffic island will remain at the present location to discourage motorists exiting the laneway from proceeding southbound. In general, no adverse impact on the

operation of the parking lot at the adjacent musical instrument store is anticipated resulting from these changes but the following potential impacts are noted:

- Although the lane is accessible from adjacent north-south streets, motorists will find access to the lane more difficult due to the one-way northbound operation of adjacent roadways (i.e. Delaware Avenue). Also, some adjacent roads have eastbound/westbound left-turn prohibitions from Bloor Street West (i.e. Dovercourt Road, Ossington Avenue). It is very possible that motorists will use the parking lot as a means of accessing the lane;
- This proposal could result in some displacement of southbound motorists to other streets in the area;
- Motorist non-compliance with the current one-way northbound regulation, south of the lane has been a problem. It is possible that some motorists may continue to disobey the one-way regulation;
- The proposed “Pay & Display” parking area on the west side of Concord Avenue might be underutilized. The one-way northbound operation of Concord Avenue will make accessing these spaces difficult. Again some motorists may ‘cut-through’ the parking lot to the lane then exit onto Concord Avenue to access these spaces; and
- Staggered parking between the east and west sides of the street will occur at times north and south of the lane. This is manageable and not an operational concern but will require posting signs to clearly identify the parking regulations. Even still, motorists might misunderstand the regulations. Also revenue generated from the parking machines could be low since overnight parking permit holders will be exempt from paying and could monopolize the spaces.

CONTACT

Dan Clement, Transportation Technologist
Traffic Operations, Toronto and East York District
Phone: (416) 338-5454; Fax: (416) 392-1920; e-mail: dclemen@toronto.ca

SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services

LIST OF ATTACHMENTS

- (1) Drawing No 421F-9573, dated February 2009

P:\2009\Cluster B\TRA\Toronto and East York District\TOP\ts09041te.top.doc – cag