



STAFF REPORT ACTION REQUIRED

Parking Amendments – Shaw Street at Harbord Street

Date:	August 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:	Ts09147te.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 amend the parking regulations on the east side of Shaw Street, north of Harbord Street. The parking prohibitions near the corner, signed in conjunction with the alternate side parking regulations on the east and west sides of Shaw Street, are not consistent. The requested changes will correct this and provide additional on-street parking. The parking regulations on Shaw Street, south of Harbord Street, will also be adjusted for consistency.

The resulting corner parking prohibitions are less than typically signed at signalized intersections. However, Shaw Street is a relatively minor road and the proposed changes should not negatively impact on the flow of traffic. This report also recommends rescinding a redundant parking regulation on the east side of Shaw Street that no longer applies but is still listed within Chapter 400 of the former City of Toronto Municipal Code.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Approve implementation of a “No Parking Anytime” regulation on both sides of Shaw Street, between a point 15 metres north of Harbord Street and a point 15 metres south of Harbord Street.

2. Rescind the “No Parking Anytime” regulation on the east side of Shaw Street, between a point 90 metres south of Harbord Street and Harbord Street.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services 2009 Operating Budget	\$400.00

ISSUE BACKGROUND

Transportation Services was requested by Deputy Mayor Joe Pantalone to investigate and report on amending the parking regulations on the east side of Shaw Street, north of Harbord Street to provide additional parking spaces when parking is allowed on that side of the street.

COMMENTS

The intersection of Shaw Street and Harbord Street is controlled by traffic signals. Shaw Street is a collector roadway that operates one-way in the southbound direction. It has a daily one-way traffic volume of approximately 2,200 vehicles and a speed limit of 30 km/h (speed humps in place). There is no TTC service on Shaw Street.

There is alternate side permit parking in effect on Shaw Street. Permit parking is in effect from 12:01 a.m. to 7:00 a.m., daily north of Harbord Street and from 12:01 a.m. to 10:00 a.m., daily south of Harbord Street.

Under the provisions of Chapter 400 of the former City of Toronto Municipal Code and the Metropolitan Toronto Uniform Traffic By-Law, parking is prohibited within 30.5 metres of all signalized intersections, unless otherwise authorized by a specific by-law regulation. At non-signalized intersections parking is generally prohibited within 15 metres of the intersection. At most signalized intersections the 30.5-metre corner parking prohibitions are an integral part of the intersection design and are required for efficient operation of traffic through the intersection. However, at signalized intersections where one street is relatively minor when compared to the other, a reduction in the length of the corner parking prohibition on the minor roadway might be considered on a site-specific basis.

Parking on the west side of Shaw Street is prohibited at all times between Harbord Street and a point about 15 metres north. Parking on the east side of Shaw Street is prohibited at all times between Harbord Street and a point about 30.5 metres north. It is unclear why the east and west sides of Shaw Street have different corner parking prohibitions posted. This has led to the request to amend the corner parking prohibition on the east side of Shaw Street to 15 metres. Although this change will result in a corner parking prohibition less than the 30.5-metre regulation in proximity to a signalized intersection, staff's review determined that this change will not result in any safety or operational concerns on Shaw Street, since the traffic volume is relatively low for a collector-type roadway.

To maintain consistency, the posted parking regulations on Shaw Street, south of Harbord Street, were also reviewed. Parking on the west side of Shaw Street is prohibited at all times between Harbord Street and a point about 15 metres south while on the east side of Shaw Street no corner parking prohibition posted. This means the default 9-metre parking prohibition applies on the east side of the street, which is inappropriate for the operation of the traffic signals.

Based on this investigation, prohibiting parking at all times on both sides of Shaw Street, from a point 15 metres south to a point 15 metres north of Harbord Street, is recommended. This will provide consistent parking regulations on the street and 2-3 additional parking spaces north of the intersection when parking is allowed on the east side of the street.

During the course of this investigation it was determined that the traffic by-law contains a “No Parking Anytime” regulation on the east side of Shaw Street, south of Harbord Street that no longer applies. Recommendation No. 2 of this report is a “housekeeping” measure to rescind this outdated by-law entry.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
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LIST OF ATTACHMENTS

- (1) Drawing No 421F-9758, dated August 2009

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