

**Installation of Car-share Vehicle Parking Areas –
Various Streets in the Downtown Area
(Sustainable Transportation Initiative)**

Date:	September 3, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services, Toronto and East York District
Wards:	Trinity-Spadina, Ward 20; Toronto Centre-Rosedale, Ward 27; Toronto Centre-Rosedale, Ward 28.
Reference Number:	Ts09154te.top.doc

SUMMARY

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

Supporting the provision of on-street, reserved parking spaces for car-share vehicles in selected locations is one of the Sustainable Transportation Initiatives: Short-term Proposals adopted by City Council at its meeting on October 22 and 23, 2007 (Item PW9.2). This initiative requires establishment of a new class of car-sharing parking permit. A separate report on that matter detailing the process/procedures required to implement an on-street car-share parking pilot program in the Toronto and East York area has been submitted to the Public Works and Infrastructure Committee for consideration at its meeting of September 14, 2009.

Subject to approval of the pilot program by City Council, the purpose of this report is to obtain approval to install “Car-share Vehicle Parking Areas” at several locations in the downtown area. A total of 6 locations are recommended, dispersed over 5 streets (Emily Street, Ed Mirvish Way, Jordan Street, Gould Street, and Mutual Street), providing a total of 20 parking spaces. Parking is currently prohibited at all times at each selected location. Investigation has determined that “Car-share Vehicle Parking Areas” can be identified at these locations without adversely affecting traffic operation or safety.

RECOMMENDATION

Transportation Services recommends that Toronto and East York Community Council, subject to approval by City Council of the on-street car-share vehicle parking pilot program:

1. Approve the installation of Car-Share Vehicle Parking Areas at the following locations for a one-year trial period:
 - a on the east side of Emily Street, from a point 9 metres north of Wellington Street West to a point 22 metres further north (4 spaces);
 - b on the east side of Jordan Street, from a point 12 metres south of King Street West to a point 22 metres further south (4 spaces);
 - c on the west side of Ed Mirvish Way, from a point 34 metres north of King Street West to a point 22 metres further north (4 spaces);
 - d on the north side of Gould Street, from a point 6 metres east of the east curb of Dalhousie Street to a point 24 metres further east (4 spaces);
 - e on the west side of Mutual Street, from a point 12 metres south of Dundas Street East to a point 11 metres further south (2 spaces); and
 - f on the west side of Mutual Street, from a point 29 metres south of Dundas Street East to a point 11 metres further south (2 spaces).
2. Authorize staff to take whatever action is necessary, including the submission of the necessary bills to implement the amendments to parking regulations generally as referenced in Appendix “A” attached to this report.
3. Authorize staff to take whatever action is necessary, including the submission of the necessary bills to amend the appropriate by-law(s) to:
 - a allow a car-share vehicle with a car-share parking permit to park for an indefinite amount of time while not in use in its designated Car-share Vehicle Parking Area; and
 - b provide that a vehicle displaying a disabled parking permit, or issued with a filming permit is not allowed to park in a Car-share Vehicle Parking Area.

Financial Impact

Implementation of the “Car-share Vehicle Parking Areas” is intended to be revenue neutral. Funding for the initial installation in the estimated amount of \$4000.00 is available in the 2009 Operating Budget for Transportation Services. These installation costs will be recovered through the \$200.00 cost of each car-share parking permit issued to a car-share organization/company for use of an on-street designated parking space.

ISSUE BACKGROUND

Staff from Transportation Services, His Worship Mayor Miller's office, Councillor Kyle Rae's office, the Toronto Parking Authority, and representatives of the current car-share companies operating in Toronto have met on several occasions over the past 18 months to discuss initiating a pilot program that would allow Transportation Services, with the approval of Toronto and East York Community Council, to identify Car-share Vehicle Parking Areas on streets at several locations in the downtown area for exclusive use by car-share vehicles.

COMMENTS

On-street parking for car-share vehicles

Several cities in North America, including Washington DC, Vancouver, Portland, Philadelphia, Seattle, and Arlington VA, among others have car-share organizations operating in their municipality and provide on-street parking areas exclusively for use by car-share vehicles. The number of on-street spaces provided ranges from about 20 in Seattle to over 80 in Washington DC.

Policy

Supporting the provision of on-street, reserved parking spaces for car-share vehicles in selected locations is one of the Sustainable Transportation Initiative: Short-term Proposals adopted by City Council at its meeting on October 22 and 23, 2007 (Item PW9.2, Recommendation 6(c)).

Pilot Program

As a means of implementing and evaluating this sustainable transportation initiative, staff recommends undertaking a one-year pilot program by designating "Car-share Vehicle Parking Areas" on various streets in the downtown area for exclusive use by car-share vehicles.

This initiative requires establishment of a new class of car-sharing parking permit. A separate report on that matter detailing the process/procedures required to implement the pilot program in the Toronto and East York area has been submitted to the Public Works and Infrastructure Committee for consideration at its meeting of September 14, 2009.

Investigation

Given the numerous competing curb lane demands in the downtown area, the impact of identifying car-share vehicle parking areas on other road activity, including deliveries, public transit operations, taxicab stands, and general on-street parking was considered. In doing this, the following criteria were developed:

- No existing on-street parking spaces are eliminated;
- Vehicles can park at each location on a 24/7 basis;
- Each parking area can provide a minimum of 2 and a maximum of 6 parking spaces;

- The location of the parking area will not adversely impact on safe and efficient traffic operation;
- The parking area is located close to one or more TTC routes; and
- There are bicycle rings/racks near the parking area (or these devices can be installed nearby) to safely secure bicycles.

Based on the above criteria, the following locations were selected as sites where car-share vehicle parking areas could be delineated and evaluated under the pilot program:

- on the east side of Emily Street, from a point 9 metres north of Wellington Street West to a point 22 metres further north (4 spaces);
- on the east side of Jordan Street, from a point 12 metres south of King Street West to a point 22 metres further south (4 spaces);
- on the west side of Ed Mirvish Way, from a point 34 metres north of King Street West to a point 22 metres further north (4 spaces);
- on the north side of Gould Street, from a point 6 metres east of the east curb of Dalhousie Street to a point 24 metres further east (4 spaces);
- on the west side of Mutual Street, from a point 12 metres south of Dundas Street East to a point 11 metres further south (2 spaces); and
- on the west side of Mutual Street, from a point 29 metres south of Dundas Street East to a point 11 metres further south (2 spaces).

No TTC service operates on any of these streets. Since no existing on-street parking spaces are being eliminated, there is no impact on revenue generated from pay-and-display parking in the downtown area. Drawings are attached to this report showing the locations of the recommended “Car-share Vehicle Parking Areas”. Staff has consulted with the respective Ward Councillor about locations in their Ward.

Regulatory amendments

The site-specific by-law amendments required to implement the Car-share Vehicle Parking Areas at the locations noted above are outlined in Appendix “A” attached to this report.

Except in the case of a permit issued under Chapter 925 of the Toronto Municipal Code (residential permit parking) or in the case of a vehicle displaying a disabled parking permit, parking is allowed for a maximum period of three hours unless otherwise signed on all streets in Toronto. To facilitate the operation of an on-street car-share parking permit program it is necessary to amend the appropriate traffic by-law(s) to allow a car-share vehicle, issued with a car-share parking permit, to park for an indefinite amount of time while not in use in its designated Car-share Vehicle Parking Area.

It is also necessary to amend the appropriate by-law(s) to provide that a vehicle displaying a disabled/accessible parking permit, or issued with a filming permit is not allowed to park in a “Car-share Vehicle Parking Area”.

Evaluation

Transportation Services, in consultation with the car-share companies will monitor vehicle usage and turnover of vehicles housed at each on-street car-share vehicle parking area and report back to the Public Works and Infrastructure Committee on the success of the program within one year after its implementation.

Further expansion of the program within the Toronto and East York area should be deferred subject to staff's evaluation of the pilot program.

CONTACT

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SIGNATURE

Peter Noehammer, P. Eng.
Director, Transportation Services

LIST OF ATTACHMENTS

Appendix "A" – Amendments to Parking Regulations
Drawing No. 421F-9673, dated May 2009
Drawing No. 421F-9674, dated May 2009
Drawing No. 421F-9675, dated May 2009
Drawing No. 421F-9677, dated May 2009
Drawing No. 421F-9678, dated May 2009

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