

Amend No Stopping Regulations for Passenger Loading Platforms on Dedicated Streetcar Rights-of-Way

Date:	May 18, 2010
To:	Public Works and Infrastructure Committee
From:	General Manager, Transportation Services
Wards:	York South-Weston, Ward 11; Davenport, Ward 17; Trinity-Spadina, Ward 19; Trinity-Spadina, Ward 20; St. Paul's, Ward 21; and St. Paul's, Ward 22
Reference Number:	PW10076te.top.doc

SUMMARY

This report seeks approval from City Council to rescind the designation of a “Safety Zone” for streetcar loading platforms integrated as part of a dedicated streetcar right-of-way on sections of Bathurst Street, Fleet Street, Spadina Avenue, and St. Clair Avenue West.

The current traffic by-laws in effect across the City require the posting of signs that prohibit stopping at all times on both sides of a roadway at a streetcar island (by definition a Safety Zone). This regulation prevents use of the adjacent curb for passenger pick-up/drop-off, delivery activity, or parking. This regulation enhances safety for pedestrians when crossing between the streetcar island and the adjacent curb when getting on/off a streetcar and is justified in such instances.

More recently, streetcar passenger loading platforms have been constructed and integrated as part of a dedicated streetcar right-of-way. These platforms have measures such as railings, planters, and shelters along their length that prevent transit passengers from stepping off the loading platform directly into live traffic lanes. Removal of the stopping prohibition at these loading platforms would allow curb-side activities to occur and potentially increase parking opportunity. To do this, rescinding the safety zone designation at loading platforms along streetcar rights-of-way is recommended.

RECOMMENDATIONS

The General Manager of Transportation Services recommends that:

1. City Council rescind the “Safety Zone” designation at the streetcar passenger loading platforms located on Bathurst Street, Fleet Street, Spadina Avenue, and St. Clair Avenue West and outlined in Appendix 1, attached to the report dated May 18, 2010 entitled, “Amend No Stopping Regulations for Passenger Loading Platforms on Dedicated Streetcar Rights-of-Way”, from the General Manager, Transportation Services.

Financial Impact

There is no financial impact associated with the adoption of the above-noted Recommendation. Adjustment of signage where deemed appropriate at locations outlined in Appendix A is available in the annual Operating Budget for Transportation Services (for signage) in 2010.

ISSUE BACKGROUND

At the request of the Councillor in St. Paul’s, Ward 21, Transportation Services has investigated various options/opportunities that could potentially increase the number of parking spaces and areas where curb-side loading may legally take place along St. Clair Avenue West, between Winona Drive and Spadina Road.

COMMENTS

Each of the Uniform Traffic By-laws/Municipal Codes in effect across the City indicates, with respect to “Safety Zones”, that:

- “The streetcar loading platforms constructed on the highways and at the locations set out respectively in (the specific Schedule) to this By-law are hereby set aside and designated as safety zones within the meaning of Section 166 of the Highway Traffic Act”

Each By-law also contains the general regulation that no person shall on any highway stop any vehicle between a safety zone and the adjacent side of the roadway or within 15 metres of the points on such side of the roadway opposite the ends of the safety zone.

The intent of the general stopping prohibition is to enhance safety for pedestrians/transit passengers getting on or off a streetcar and crossing from a streetcar island, constructed in a mixed traffic environment, to the adjacent curb. In such an environment vehicular traffic passes along both sides of the streetcar island and at many locations there are no protective measures to prevent a person from stepping on or off the streetcar island into live traffic at any point along the length of the streetcar island. In such instances, the regulation is justified to enhance safety and advance sight lines between motorists and pedestrians.

With the construction of dedicated streetcar rights-of-way, streetcar passenger loading platforms have been integrated as part of the right-of-way and are separated from adjacent traffic lanes by measures such as railings, planters, and shelters along their length. Also, these passenger loading platforms are located either at the nearside or farside of signalized intersections. The protective measures located along the entire length of the passenger loading platforms add aesthetic value to the right-of-way and prevent transit passengers from stepping off the loading platform directly into live traffic lanes. TTC passengers are redirected towards the end of the loading platform where they enter a signalized crosswalk in which to walk to the adjacent curb. In these instances, the general stopping prohibition along the adjacent curb is not required as a safety measure.

Based on staff's investigation, the No Stopping regulation along the integrated passenger loading platforms potentially inconveniences adjacent retailers by preventing them from receiving curb-side deliveries, in some instances reduces the number of potential on-street parking spaces on the street, and prevents vehicles transporting disabled persons from stopping to discharge or pick up a passenger.

To enable staff to explore options that will enhance curb-side parking/delivery opportunity on St. Clair Avenue West and to a lesser degree, on Spadina Avenue, streets where there is significant retail activity and demand for parking spaces/loading areas, the safety zone designation at the streetcar passenger loading platforms outlined in Appendix A of this report should be rescinded.

The same parking and delivery opportunities do not present themselves on Fleet Street and Bathurst Street (south of Lake Shore Boulevard) where streetcar passenger loading platforms also are constructed as part of a dedicated right-of-way. However, as a measure of consistency and ensuring that safety zones are only identified within the traffic by-laws at locations where a streetcar island is constructed within a mixed traffic environment, the safety zone designation at the passenger loading platforms on Bathurst Street and Fleet Street should also be rescinded.

Of note, a streetcar right-of-way is located on Queens Quay West, but the passenger loading platforms along the section of this route, east of Spadina Avenue, do not have measures in place at this time that prevent passengers from crossing live traffic lanes to walk between the north/south curb of Queens Quay West and the passenger loading platforms.

No immediate impact would be realized on Queens Quay West by rescinding the safety zone designation at any of the passenger loading platforms. However, this issue will be dealt with in the coming years as part of the Queens Quay Revitalization design.

CONCLUSION

Once the designation of a safety zone at the locations outlined in Appendix A of this report is rescinded, the general “No Stopping Anytime” regulation adjacent to and within 15 metres of the ends of the streetcar loading platforms will no longer apply. This will give staff the opportunity to implement site-specific regulations along the curb opposite the passenger loading platform that will allow delivery activity to take place and in some situations, provide additional on-street parking spaces.

CONTACT

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SIGNATURE

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LIST OF ATTACHMENTS

Appendix A – Safety Zone Locations to be Rescinded

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Appendix A

Safety Zone Locations to be Rescinded

<u>Street Name:</u>	<u>Location:</u>
Bathurst Street	East Side, immediately north of Queens Quay West
Fleet Street	North Side, immediately west of Bathurst Street
Fleet Street	South Side, immediately west of Bathurst Street
Fleet Street	North Side, immediately west of Fort York Boulevard
Fleet Street	South Side, immediately east of Fort York Boulevard
Fleet Street	North side, immediately west of Bastion Street/Lake Shore Boulevard/Fleet Street “crossover”
Fleet Street	South side, immediately west of Bastion Street/Lake Shore Boulevard/Fleet Street “crossover”
St. Clair Avenue West	North Side, immediately west of Arlington Avenue
St. Clair Avenue West	South Side, immediately east of Arlington Avenue
St. Clair Avenue West	North Side, immediately west of Avenue Road
St. Clair Avenue West	South Side, immediately east of Avenue Road
St. Clair Avenue West	North Side, immediately west of Bathurst Street
St. Clair Avenue West	South Side, immediately east of Bathurst Street
St. Clair Avenue West	North Side, immediately east of Boon Avenue
St. Clair Avenue West	North Side, immediately west of Caledonia Road
St. Clair Avenue West	South Side, immediately east of Caledonia Park Road
St. Clair Avenue West	North Side, immediately west of Christie Street
St. Clair Avenue West	South Side, immediately east of Christie Street
St. Clair Avenue West	North Side, immediately west of Deer Park Crescent
St. Clair Avenue West	South Side, immediately east of Deer Park Crescent

St. Clair Avenue West	North Side, immediately west of Dufferin Street
St. Clair Avenue West	South Side, immediately east of Dufferin Street
St. Clair Avenue West	South Side, immediately west of Dunvegan Road
St. Clair Avenue West	North Side, immediately east of Earls court Avenue
St. Clair Avenue West	South Side, immediately east of Earls court Avenue
St. Clair Avenue West	South Side, immediately west of Elmwood Avenue
St. Clair Avenue West	North Side, immediately west of Glenholme Avenue
St. Clair Avenue West	South Side, immediately east of Glenholme Avenue
St. Clair Avenue West	South Side, immediately east of Hounslow Heath Road
St. Clair Avenue West	South Side, immediately west of Keele Street
St. Clair Avenue West	North Side, immediately west of Lansdowne Avenue
St. Clair Avenue West	South Side, immediately east of Lansdowne Avenue
St. Clair Avenue West	North Side, immediately west of Laughton Avenue
St. Clair Avenue West	South Side, immediately east of Laughton Avenue
St. Clair Avenue West	North Side, immediately west of Northcliffe Boulevard
St. Clair Avenue West	South Side, immediately east of Northcliffe Boulevard
St. Clair Avenue West	North Side, immediately east of Oakwood Avenue
St. Clair Avenue West	South Side, immediately east of Oakwood Avenue
St. Clair Avenue West	South Side, immediately east of Old Weston Road
St. Clair Avenue West	North Side, immediately west of Old Weston Road
St. Clair Avenue West	North Side, immediately west of Russell Hill Road
St. Clair Avenue West	South Side, immediately east of Old Forest Hill Road
St. Clair Avenue West	North Side, immediately west of Silverthorn Avenue

St. Clair Avenue West	North Side, immediately west of Spadina Road
St. Clair Avenue West	South Side, immediately east of Spadina Road
St. Clair Avenue West	North Side, immediately east of Tweedsmuir Avenue
St. Clair Avenue West	South Side, immediately west of Tweedsmuir Avenue
St. Clair Avenue West	North Side, immediately west of Vaughan Road
St. Clair Avenue West	South Side, immediately east of Vaughan Road
St. Clair Avenue West	North Side, immediately east of Warren Road
St. Clair Avenue West	North Side, immediately west of Weston Road
St. Clair Avenue West	North Side, immediately west of Winona Drive
St. Clair Avenue West	South Side, immediately east of Winona Drive
St. Clair Avenue West	North Side, immediately west of Wychwood Avenue
St. Clair Avenue West	South Side, immediately east of Wychwood Avenue
St. Clair Avenue West	North Side, immediately west of Yonge Street
Spadina Avenue	East Side, immediately south of College Street <i>(safety zone no longer exists)</i>
Spadina Avenue	West Side, immediately north of Dundas Street West <i>(safety zone no longer exists)</i>
Spadina Avenue	East Side, immediately south of Nassau Street