



**STAFF REPORT
ACTION REQUIRED**

Stopping Prohibition – St. Clair Avenue East

Date:	December 8, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul’s, Ward 22
Reference Number:	Ts09202te.top.doc

SUMMARY

Transportation Services is requesting authority from City Council to implement a “No Stopping Anytime” regulation on the north side of St. Clair Avenue East, between Yonge Street and Ferndale Avenue.

The implementation of a “No Stopping Anytime” regulation will deter drivers from parking illegally on the north side of St. Clair Avenue East, between Yonge Street and Ferndale Avenue, and it will reduce congestion and improve the flow of traffic for westbound motorists and for TTC vehicles departing the St.Clair station streetcar exit.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. Rescind the “No Stopping 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday” regulation on the north side of St.Clair Avenue East, from Ferndale Avenue to a point 30.5 metres east of Yonge Street.
2. Rescind the “No Stopping Anytime” regulation on the north side of St.Clair Avenue East, from a point 30.5 metres east of Yonge Street to a point 51 metres west of Yonge Street.
3. Rescind the “No Parking Anytime” regulation on the north side of St.Clair Avenue East, from Ferndale Avenue to a point 30.5 metres east of Yonge Street.
4. Prohibit stopping at all times on the north side of St. Clair Avenue East, from a point 51 metres west of Yonge Street to Ferndale Avenue.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services Interim 2010 Operating Budget	\$600.00

ISSUE BACKGROUND

At the request of the TTC, in consultation with Councillor Michael Walker, Transportation Services has investigated implementing a “No Stopping Anytime” regulation on the north side of St. Clair Avenue East, between Yonge Street and Ferndale Avenue.

The TTC has indicated that due to the extensive illegal parking that occurs on the north side of St. Clair Avenue East within the westbound curb lane, their streetcars incur significant delays after exiting the St. Clair station streetcar exit, as traffic is reduced to one lane by the parked vehicles, restricting traffic flow and frequently blocking the entrance to the streetcar right-of-way, located just west of Yonge Street.

COMMENTS

St. Clair Avenue East, between Yonge Street and Ferndale Avenue, is a four-lane arterial roadway with a daily two-way traffic flow of approximately 23,000 vehicles and a speed limit of 50 km/h. The intersections of Yonge Street/St. Clair Avenue and Ferndale Avenue/St. Clair Avenue East are both controlled by traffic signals. There is a TTC streetcar loop located on the south side of St. Clair Avenue East. The entrance is between Yonge Street and Alvin Avenue and the exit is slightly offset to the west of Ferndale Avenue. The exit operates as part of the Ferndale Avenue/St. Clair Avenue East traffic control signals. A laneway at the rear of properties located on the north side of St. Clair Avenue East allows for access to the rear of Premise Nos. 42 – 52.

The general parking regulations on this section of St. Clair Avenue East are as follows:

North side

- “No Stopping Anytime” from a point 30.5 metres east of Yonge Street to a point 51 metres west of Yonge Street;
- “No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday”; from Ferndale Avenue to a point 30.5 metres east of Yonge Street; and
- “No Parking Anytime”, from Ferndale Avenue to a point 30.5 metres east of Yonge Street.

South side

- “No Stopping Anytime” from a point 30.5 metres east of Yonge Street to a point 51 metres west of Yonge Street;
- “No Stopping, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Monday to Friday”, from Avoca Avenue to a point 30.5 metres east of Yonge Street; and
- “No Standing Anytime”, from a point 30.5 metres east of Yonge Street to a point 225 metres east of Yonge Street.

Observations

The results of the site visits between Yonge Street and Alvin Avenue disclosed illegally parked taxi cabs as well as the occasional delivery vehicle. The section between Alvin Avenue and Ferndale Avenue was populated mainly by disabled parking permit holders, in addition to other motorists and the intermittent delivery vehicle. It was also noted that these parked vehicles generally did not appear to cause delays to the flow of traffic, or to any TTC streetcars during our visits.

As a part of our evaluation we also reviewed the Toronto Police Service collision records on the subject section of St. Clair Avenue East, over a three-year period ending August 31, 2009. Over this time period, five reported collisions occurred on the north side of the subject section of roadway that directly involved a parked vehicle, or was the result of a parked vehicle.

Conclusion

Transportation Services has no technical objections to introducing a “No Stopping Anytime” regulation on the north side of the subject section of St. Clair Avenue East, as this regulation may improve westbound traffic flow and reduce delays for TTC vehicles. We have consulted with Councillor Michael Walker and he supports this proposal.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

LIST OF ATTACHMENTS

(1) Drawing No. 421F-9864, dated December 2009

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