



**STAFF REPORT
ACTION REQUIRED**

Stopping Prohibition – St. Clair Avenue East

Date:	July 2, 2010
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	St. Paul’s, Ward 22
Reference Number:	Ts10111te.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, from Ferndale Avenue, to a point 30.5 metres east thereof.

The implementation of a “No Stopping Anytime” regulation will deter drivers from parking illegally on the north side of St. Clair Avenue East, east of Ferndale Avenue, in the vicinity of the signalized intersection. This regulation will improve visibility for motorists exiting Ferndale Avenue, reduce traffic congestion, and potentially improve westbound traffic flow on this section of St. Clair Avenue East.

RECOMMENDATIONS

Transportation Services recommends that:

1. City Council rescind the “No Parking, 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays” regulation on the north side of St. Clair Avenue East, from Mount Pleasant Road to Ferndale Avenue.
2. City Council rescind the “No Parking, 8:30 a.m. to 6:00 p.m., daily” regulation on the north side of St. Clair Avenue East, from Avoca Avenue to a point 30.5 metres east of Ferndale Avenue.
3. City Council prohibit stopping at all times on the north side of St. Clair Avenue East, from Ferndale Avenue to a point 30.5 metres east.

4. City Council prohibit parking, from 7:00 a.m. to 6:00 p.m. daily, on the north side of St. Clair Avenue East, from a point 30.5 metres east of Ferndale Avenue to Avoca Avenue.
5. City Council prohibit parking, from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays on the north side of St. Clair Avenue East, from Avoca Avenue to Mount Pleasant Road.

FINANCIAL IMPACT

The estimated cost of installing the signs necessary to identify the amended parking regulations is about \$400. Funds are available within the Transportation Services Division 2010 Operating Budget.

ISSUE BACKGROUND

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, from Ferndale Avenue to a point 30.5 metres east.

COMMENTS

St. Clair Avenue East, in the vicinity of 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 intersection of St. Clair Avenue East and Ferndale Avenue/TTC streetcar exit is controlled by traffic signals. The “512-St.Clair” streetcars exit St. Clair subway station onto St. Clair Avenue East at this signal and proceed westward.

The parking regulations on the north side of this section of St. Clair Avenue East and listed in the traffic by-law, differ from those posted in the field, and are as follows:

- “No Parking from 8:30 a.m. to 6:00 p.m., daily”, from Avoca Avenue to a point 30.5 metres east of Ferndale Avenue; and
- “No Parking from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m., except Saturdays, Sundays and Public Holidays”, from Mount Pleasant Road to Ferndale Avenue.

Observations

Parking enforcement staff has expressed concern about parking taking place on the north side of St. Clair Avenue East, immediately east of Ferndale Avenue. Transportation Services undertook a number of site visits to this area. Our site visits revealed that the entire curb space fronting No. 60 St. Clair Avenue East is habitually occupied during the daytime hours by vehicles displaying accessibility parking permits. These vehicles park right up to the traffic signals at the Ferndale/St. Clair intersection.

The general city-wide parking regulation prohibits parking within 30.5 metres of a signalized intersection. Persons with accessibility parking permits are not exempt from this prohibition. However, given the general exemption that applies in many “No Parking” zones, this is not always clearly understood by the permit holders, and vehicles displaying such permits are sometimes found parked close to signalized intersections.

Parking on St. Clair Avenue East close to the traffic signals at Ferndale Avenue is impeding the flow of traffic during the rush periods and obstructing motorists’ advance sight lines at the intersection. To resolve this concern and make it clear to a person with an accessibility permit that they cannot park in this area, staff recommend that the existing “No Parking Anytime” regulation that operates on the north side of St. Clair Avenue East, from Ferndale Avenue to a point 30.5 metres east, be replaced with a more stringent "No Stopping Anytime" regulation. This requires a by-law amendment. Since persons with accessibility parking permits are not exempt from any stopping prohibition, this should resolve any confusion that might currently exist.

During the course of our investigation, it was also noted that the parking regulations identified in Recommendations 1 and 2 of this report are not currently present and/or represented accurately in the field and should be rescinded. The approval of Recommendations 4 and 5 will serve to accurately represent the parking regulations that are appropriately posted on the north side of St. Clair Avenue East, between Ferndale Avenue and Mount Pleasant Road.

Conclusion

Transportation Services recommends introducing a “No Stopping Anytime” regulation on the north side of St. Clair Avenue East, east of Ferndale Avenue. This regulation will reduce the chronic incidents of parking that are occurring up to and immediately east of the traffic signals at Ferndale Avenue and improve general traffic operation.

CONTACT

Randy Hillis, Engineering Technologist
Traffic Operations, Toronto and East York District
Phone: (416) 338-5430 Fax: (416) 392-1920
e-mail: rhillis@toronto.ca

SIGNATURE

Peter Noehammer, P.Eng.
Director, Transportation Services

LIST OF ATTACHMENTS

Drawing No. 421G-0074 - dated June 2010

P:\2010\Cluster B\TRA\Toronto and East York District\TOP\Ts10111te.top.doc - rjh