

**Rosemary Mackenzie - RE: Proposed Parking Amendments - Jane St - Annette St - Baby Point Gates BIA**

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**From:** Blair Lagden  
**To:** Jim.Sinikas@ttc.ca  
**Date:** February 22, 2013 2:59 PM  
**Subject:** RE: Proposed Parking Amendments - Jane St - Annette St - Baby Point Gates BIA  
**CC:** Clayton, Bruce; Gary.Carr@ttc.ca; Haskim, Christopher; Mackenzie, Rosemary; Mitch.Stambler@ttc.ca

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Jim,

Thank you for your comments. Your interpretation of the base data is somewhat different than ours. Our summation was actually prepared from three days of data in October 2008 (October 28, October 29, October 30) and Off Hour Peak volumes were used which may help to explain your data discrepancies. Notwithstanding, your e-mail and comments will be attached to the staff report. While we appreciate your concerns regarding the impact of the proposed parking amendments will have on traffic and transit operations, we believe our proposal provides a balanced approach to the competing needs and demands expressed through Councillor Doucette of the area residents and business community.

Given the short time frame, we are unable to provide the intersection analyses at the signalized intersections in the area ( at Ardagh St and Annette St \ Baby Point Road). However, we will continue to monitor the traffic operations at these intersections and adjust the signal timings to mitigate if delays are excessive.

Regards,

Blair S. Lagden

>>> <Jim.Sinikas@ttc.ca> 2/20/2013 3:49 pm >>>

Blair:

Thank you for the information. Unfortunately, from what you have provided and my review of the available counts, I don't understand how you concluded that "northbound traffic volumes through the BIA area during the PM Peak Hours were not significantly different from the Off Hour Peak volumes where currently parking on the east side of Jane Street is permitted."

The northbound traffic volumes in your figure appear to be average hourly volumes of larger time blocks. From the October 20, 2008 Automatic count, the total northbound traffic between Time Point 7:15 and 9:00 is 1208 vehicles which translates to an average hourly volume of 604 compared to 691 in your figure. Between time point 9:15 and 16:00 the northbound volume is 4088 which translates to 584 vehicles per hour compared to 602 in your figure. Between time point 16:15 and 18:00 the northbound volume is 1518 which translates to 759 vehicles per hour, the same volume as in your figure.

We don't believe that the use of "average" traffic volumes, as opposed to peak hour volumes, to draw conclusions about the implications of taking away one of the two lanes available to traffic in order to provide parking is standard traffic engineering practice. Even considering average volumes, in the PM peak period, which you are proposing to permit parking in the northbound curb lane, northbound traffic is 30 percent higher than it is in the off-peak. This is not an insignificant difference, as you suggest.

In the busiest PM peak hour (5:00 PM to 6:00 PM), the northbound traffic volumes is 805 vehicles compared to 683 in the busiest off-peak hour which is in the shoulder of the PM peak between 3:00 PM and 4:00 PM. Although the difference between these two traffic volumes is only 18 percent, it is still significant and could result in a breakdown of the roadway. Excluding the PM peak shoulder, the northbound PM peak hour volume is 32 percent higher than the second busiest off-peak hour, during which there are 607 northbound vehicles on Jane.

Given that there are no left turn lanes on Jane at Annette, the capacity reduction created by allowing parking in the northbound curb lane coupled with the higher traffic volumes during the PM peak hour, could cause the intersection to break down. In fact, the intersection may already break down prior to the start of the PM peak parking prohibitions, which would suggest that the parking prohibitions should be expanded not rescinded.

Prior to us providing comments on this proposal, we would appreciate it if you would provide us with the intersection analyses to demonstrate that the signalised intersections in the affected area will operate acceptably during the PM peak period with only a single northbound traffic lane.

Thank you.

Regards,

Jim Sinikas

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**From:** Blair Lagden [mailto:blagden@toronto.ca]  
**Sent:** Thursday, February 14, 2013 10:35 AM  
**To:** Sinikas, Jim  
**Cc:** Bruce Clayton  
**Subject:** Re: FW: Proposed Parking Amendments - Jane St - Annette St - Baby Point Gates BIA

Good Morning Jim,

Please accept my apology for not responding back to you sooner.

The proposed parking amendments on Jane Street through the Baby Point Gates BIA was initiated by members of the BIA and Councillor Doucette. After several meetings and discussions we proposed parking amendments only on the east side of Jane Street after the morning peak period ( after 9:00 am). Initially, the BIA had requested 2 hour parking from 7:00 a.m. to 9:00 p.m. on both sides of Jane Street.

Our review of our most recent traffic volume surveys ( 24 Hour and 8 Hour Turning Movement Counts) revealed that northbound traffic volumes through the BIA area during the PM Peak Hours were not significantly different from the Off Hour Peak volumes where currently parking on the east side of Jane Street is permitted. Please see the attached file for reference. Our consideration for this proposal is based upon:

- 1) the short length of the BIA area (500 metres)
- 2) the existing " No Standing" areas near the 2 TTC bus stops through the BIA area will be unaffected
- 3) the current " No Parking Anytime" areas already in place near the signals at Jane St - Ardagh St and at Jane St - Annette St \ Baby Point Road

Our review, concludes that the delays to TTC service northbound on Jane Street through this area during the PM Peak Hours will not be dissimilar to operations currently experienced during the Off-Peak periods.

If you have any questions or concerns, please do not hesitate to call.

Regards,

Blair

394-8414

>>> Bruce Clayton 2/6/2013 3:32 pm >>>

Will do.

Bruce

>>> <[Jim.Sinikas@ttc.ca](mailto:Jim.Sinikas@ttc.ca)> 2/6/2013 3:25 pm >>>

Bruce:

For some reason, I am unable to send e-mails to Blair Lagden.

Can you please forward the appended e-mails to him?

Thank you.

Regards,

Jim Sinikas

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**From:** Sinikas, Jim  
**Sent:** Wednesday, February 06, 2013 3:22 PM  
**To:** 'blagden@toronto.ca'  
**Subject:** FW: Proposed Parking Amendments - Jane St - Annette St - Baby Point Gates BIA

Blair:

Sorry, for some reason the appended e-mail was not delivered.

Regards,

Jim Sinikas

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**From:** Sinikas, Jim  
**Sent:** Wednesday, February 06, 2013 2:06 PM  
**To:** 'blagden@toronto.ca'  
**Cc:** Stambler, Mitch; Carr, Gary; Fice, Linda  
**Subject:** FW: Proposed Parking Amendments - Jane St - Annette St - Baby Point Gates BIA

Blair:

Linda Fice forwarded your February 5, 2013 e-mail, which is appended, to provide you with our comments on the subject proposal. We have no objection to increasing the maximum parking limit from one hour to two hours during the periods when parking is currently permitted.

The drawing appears to show that you are also proposing to permit parking during the PM peak period (4:00 PM to 6:00 PM) on the east side of Jane Street for some distance north and south of the Annette Street/Baby Point Road intersection, where it is currently prohibited. TTC operates two bus routes in this area. Our 35 Jane bus route provides very frequent service (every 3'21" - 21 buses per hour) during the PM peak period, along Jane Street and our 26 Dupont bus route provides service along Annette Street and Jane Street, south of Annette, every 14 minutes (4 buses/hour) during the PM peak. Given that you have not provided us with traffic analyses to allow us to determine the impact on these routes, we cannot provide comments on this element of the proposal.

As the Jane/Annette/Baby Point intersection is signalised and operates with a three phase operation and, eliminating one of the two northbound traffic lanes could have significant negative impact on traffic and transit operations on Jane Street, we would request that you not proceed to Community Council until we have had an opportunity to review your analyses, assess the impacts on our operations and provide you with our comments. It would be appreciated if you would provide us with these analyses at your earliest convenience to allow us to conduct our assessment.

If you plan to proceed with a report to the February 26, 2013, Etobicoke York Community Council recommending rescinding the PM peak period parking prohibitions prior to having received our comments, please let us know and please note in your report that, TTC has not been given an opportunity to assess the impacts on its transit operations and is, therefore, opposed to this proposal.

Thank you.

Regards,

Jim Sinikas

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**From:** Fice, Linda  
**Sent:** Tuesday, February 05, 2013 3:20 PM  
**To:** Sinikas, Jim  
**Subject:** FW: Proposed Parking Amendments - Jane St - Annette St - Baby Point Gates BIA

Hi Jim, is this something you want us to review?

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**From:** Blair Lagden [\[mailto:blagden@toronto.ca\]](mailto:blagden@toronto.ca)

**Sent:** Tuesday, February 05, 2013 7:50 AM  
**To:** Fice, Linda  
**Cc:** Mark Hargot  
**Subject:** RE: Proposed Parking Amendments - Jane St - Annette St - Baby Point Gates BIA

Good Morning Linda,

Please find the attached maps showing the proposed parking amendments for Jane St and Annette St through Baby Point Gates BIA....These changes to parking were at the request of Councillor Doucette and members of the BIA to allow area residents and clients greater access to parking. ( Increasing the parking duration from 1 hour to 2 hours from 9 am to 9 pm through the BIA)

All existing "No Standing" areas around TTC bus stops will be unchanged through the area.

We will be proposing these changes at the Etobicoke York Community Council meeting on February 26, 2013...

Regards,

Blair

Blair S. Lagden  
Engineering Technologist Technician 1

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City of Toronto , Transportation Services - Traffic Operations

Etobicoke - York

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