



**STAFF REPORT
ACTION REQUIRED**

Parking Amendments – Atlantic Avenue

Date:	April 21, 2009
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 19
Reference Number:	Ts09076te.top.doc

SUMMARY

Transportation Services is recommending modifications to the parking regulations on Atlantic Avenue, south of King Street West to facilitate the safe loading and unloading of passengers at a TTC stop installed on the east side of the road in November 2008. Under existing authority, Transportation Services has signed a transit loading zone (No Standing, Anytime) at this location. This has eliminated about 6 parking spaces on the east side of Atlantic Avenue.

The change has improved the safety for TTC passengers. This report outlines amendments to parking machine/meter parking regulations that require City Council authority to ensure that existing entries in the traffic by-law do not conflict with the changes that have already been made in the field to identify the transit loading zone.

RECOMMENDATIONS

Transportation Services recommends that City Council:

1. Rescind the parking machine/meter parking regulation, which operates from 8:00 a.m. to 6:00 p.m., Monday to Saturday, for a maximum period of three hours on the east side of Atlantic Avenue, between Liberty Street and King Street West, at a rate of \$2.00 per hour.
2. Implement a parking machine/meter parking regulation, to operate from 8:00 a.m. to 6:00 p.m., Monday to Saturday, for a maximum period of three hours on the east side of Atlantic Avenue, between Liberty Street and Snooker Street, at a rate of \$2.00 per hour.

3. Implement a “No Standing, Anytime” regulation on the east side of Atlantic Avenue, between Snooker Street and King Street West.

Financial Impact

Type of funding	Source of funds	Amount
Available within current budget	Transportation Services 2009 Operating Budget	\$200.00

ISSUE BACKGROUND

Transportation Services was requested by Deputy Mayor Joe Pantalone to review the parking operation on Atlantic Avenue, south of King Street West and make appropriate modifications to the parking regulation to facilitate the safe and efficient loading/unloading of passengers at a TTC stop installed on Atlantic Avenue, south of King Street West in November 2008.

COMMENTS

Atlantic Avenue is a collector roadway with a daily two-way traffic volume of about 5,500 vehicles and a speed limit of 50 km/h. In November 2008, the TTC expanded the “63-Ossington” bus service onto Atlantic Avenue. A TTC stop was installed on the east side of Atlantic Avenue, about 27 metres south of King Street West.

Prior to the installation of the TTC stop, parking machines controlled parking on the east side of Atlantic Avenue, between King Street West and Snooker Street (first street south of King Street West). There were about six on-street parking spaces provided in this block. Typically, a transit loading zone (No Standing Anytime) of a length determined by local conditions is signed at TTC stops to ensure that buses can pull in, stop adjacent to the curb, and pull back out into traffic without being encumbered by parked vehicles. Due to safety concerns arising from buses double-parking and not being able to stop adjacent to the curb on Atlantic Avenue, the parking machine was removed and the existing parking signage was replaced with a “No Standing, Anytime” signs on March 11, 2009. This change did not require a specific by-law amendment given the discretionary authority granted to Transportation Services in matters of this nature.

However, to ensure that current entries in the traffic by-law do not conflict with the regulation now signed on the street and avoid any confusion with respect to enforcement, Transportation Services is requesting City Council to adopt the regulatory amendments recommended above in this report.

Additionally, Transportation Services will also delineate by way of pavement markings left-turn and right-turns lanes for northbound motorists on Atlantic Avenue at King Street West to enhance traffic operation and give clear guidance to motorists. The pavement markings do not require council approval.

The changes outlined in this report are shown on the attached print of Drawing No. 421F-9623, dated April 2009.

CONTACT

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SIGNATURE

Peter Noehammer, P.Eng.
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LIST OF ATTACHMENTS

(1) Drawing No 421F-9623, dated April 2009

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