



**STAFF REPORT
ACTION REQUIRED**

Parking Amendments - Barton Avenue, from Christie Street to Bathurst Street

Date:	January 25, 2011
To:	Toronto and East York Community Council
From:	Director, Transportation Services Toronto and East York District
Wards:	Trinity-Spadina, Ward 20
Reference Number:	Ts2011055te.top.doc

SUMMARY

Transportation Services is reporting on a request from the Toronto and East York Community Council at its meeting of December 10, 2010 (Item TE2.14) on reducing the speed limit and a plan to adjust the parking regulations to a mid-block changeover on Barton Avenue, from Christie Street to Bathurst Street, as a further means of traffic calming on this street.

Traffic patterns and concerns on Barton Avenue have been the subject of a number of reviews over the years, both under wider traffic management plans for the Seaton Village community as well as the street specifically. Barton Avenue, which is relatively narrow (7.3 metres) for a collector road accommodating two-way traffic with parking allowed, has an aggressive traffic calming/management plan currently in place:

- speed humps;
- build-outs of curbs at intersections to narrow the pavement;
- all-way stop controls;
- a 30 km/h speed limit, the lowest permitted on any Toronto street;
- staggered parking arrangement, switching from one side to the other on a block-to-block basis; and
- turn restrictions in force by by-law from Christie Street (which are currently suspended in the field pending review).

Based on staff's investigation, no further reduction in the speed limit or amendment to the current parking regulations on this street are recommended or required from an operational or safety perspective.

RECOMMENDATIONS

Should Toronto and East York Community Council determine that implementing a modified, mid-block staggered parking arrangement on Barton Avenue is in the best interest of and beneficial to the community, it should:

1. Rescind the parking regulations outlined in Appendix "A" of the report dated January 25, 2011, entitled, "Parking amendments – Barton Avenue, from Christie Street to Bathurst Street", from the Director, Transportation Services, Toronto and East York District.
2. Approve implementation of the parking regulations outlined in Appendix "B" of the report dated January 25, 2011, entitled, "Parking amendments – Barton Avenue, from Christie Street to Bathurst Street", from the Director, Transportation Services, Toronto and East York District.

Financial Impact

If Toronto and East York Community Council deems it beneficial to the community to implement the modifications to the parking regulations outlined in Appendix "A" and "B" of this report, the estimated cost of sign installation/relocation required to give effect to the amended parking regulations is about \$2,000.00 funds for which are available in Transportation Services 2011 Interim Operating Budget.

DECISION HISTORY

Toronto and East York Community Council, at its meeting of December 10, 2010, in considering a Member Motion from Councillor Adam Vaughan, requested the Director, Transportation Services, Toronto and East York District, to report to the February 16, 2011 meeting of the Toronto and East York Community Council on reducing speed limit, and on a plan to adjust parking locations at mid-block on this street. (Item TE2.14, "Request to Reduce Speed Limits and Adjust Parking Locations Mid-block on Barton Avenue".)

COMMENTS

Councillor Adam Vaughan has advised staff that residents of Barton Avenue, from Christie Street to Bathurst Street are concerned about cut-through traffic, the speed of traffic, and the generally high volume of traffic on Barton Avenue. Residents want the City to implement traffic regulations that will reduce motor vehicle speeds and deter non-resident cut-through traffic on this street.

Road Characteristics

Barton Avenue is classified as a collector road operating two-way on a pavement width of 7.3 metres. The combined east/west traffic volume is about 3,500 vehicles a day. There is no TTC service on Barton Avenue.

Following extensive community consultation, a traffic calming plan consisting of speed humps, curb build-outs at intersecting local streets between Christie Street and Bathurst

Street, a block-to-block staggered parking arrangement, and speed limit of 30 km/h was implemented on Barton Avenue in 1997.

The current elements and impact of the recent suggestions put forward by the community are discussed in greater detail below.

Current Parking regulations

The current parking regulations in effect on Barton Avenue create a staggered parking arrangement on a block-to-block basis. Those regulations are as follows:

Christie Street to Clinton Street

- North side: - No parking at anytime
- South side: - One hour maximum parking, from 10:00 a.m. to 6:00 p.m.

Clinton Street to Manning Avenue

- North side: - One hour maximum parking, from 10:00 a.m. to 6:00 p.m.
- South side: - No parking at anytime

Manning Avenue to Euclid Avenue

- North side: - No parking at anytime
- South side: - One hour maximum parking, from 10:00 a.m. to 6:00 p.m.

Euclid Avenue to Palmerston Avenue

- North side: - One hour maximum parking, from 10:00 a.m. to 6:00 p.m.
- South side: - No parking at anytime

Palmerston Avenue to Markham Street

- North side: - No parking at anytime
- South side: - No parking, from 8:30 a.m. to 5:00 p.m., Monday to Friday (from Markham Street to a point 48.8 metres west)
- One hour maximum parking, from 10:00 a.m. to 6:00 p.m. (from a point 48.8 metres west of Markham Street to Palmerston Avenue)

Markham Street to Bathurst Street

- North side: - No parking at anytime
- South side: - One hour maximum parking, from 10:00 a.m. to 6:00 p.m.

The permit parking system operates from 12:01 a.m. to 10:00 a.m., daily on Barton Avenue where parking is currently allowed. Barton Avenue is in Permit Parking Area 5A. There are currently 1069 permit parking spaces authorized within Area 5A for which

a total of 719 permits have been issued to residents. Specifically on Barton Avenue, from Christie Street to Bathurst Street there are 64 parking spaces authorized under the current parking arrangement, for which a total of 49 permits have been issued to residents of the street.

Traffic volume and speed data

Barton Avenue, between Christie Street and Bathurst Street has been surveyed extensively in the past few years. The average 24-hour traffic volume on Barton Avenue is about 3,500 vehicles. This traffic volume is within the 3,000 to 6,000 vehicles per day expectation for a collector-type roadway in the central area of the City.

The operational speed of traffic (85th percentile) ranges between 32 km/h and 39 km/h. This is typical of the speed profile resulting on a street where speed humps have been installed.

Reduction of the speed limit

The speed limit on Barton Avenue is currently 30 km/h. Under the City-wide Traffic Calming Policy adopted by City Council in 2002, 30 km/h is the lowest enforceable speed limit authorized on any public road in Toronto.

Staggered parking

Staggered parking is a parking arrangement that involves switching legal on-street parking from one side of the street to the other side at a specific location. Usually, this occurs on a block-by-block basis with the transition occurring at an intersection. This enables motorists to safely weave from one side of the roadway to the other side and avoids the loss of on-street parking spaces. The intent of staggered parking is to provide motorists with the visual perspective of a narrowed roadway. This is the current parking arrangement on Barton Avenue, between Christie Street and Bathurst Street. The current staggered parking regulations on Barton Avenue are augmented with the corner build-outs along the street to give the appearance that parking occurs in lay-bys and provide a clean appearance to the streetscape.

If a mid-block staggered parking arrangement is implemented as suggested on Barton Avenue transitional areas near the changeover points where parking will be prohibited on both sides of the street for a distance of about 10 to 15 metres would be required (otherwise 2-way traffic could not be accommodated). It will also ensure that larger vehicles such as public service vehicles (garbage trucks, snow ploughs, sweepers), general delivery vehicles, and most importantly, fire trucks, can accomplish the weaving manoeuvre without being obstructed by parked vehicles. This is particularly important during the winter months when windrows of snow can further narrow the pavement width.

Staff have reviewed the street configuration in detail to develop a plan that would maximize the number of parking spaces, but despite this, a net loss of up to 6 daytime spaces is likely on Barton Avenue, between Bathurst Street and Christie Street.

There are north/south public lanes intersecting with Barton Avenue in each block between Christie Street and Bathurst Street. In this situation the transition areas can be established in proximity to each lane to minimize the loss of on-street parking.

Traffic calming/management impacts

Although traffic calming measures sometimes result in a minor diversion of traffic volume from a street, it is not the specific function of traffic calming to prevent motorists from travelling on a street. Traffic infiltration and traffic volume is more typically addressed through traffic management measures, such as restricting access to a street from an intersecting arterial road by means of turn prohibitions at certain times of day. In this regard, City Council approved implementation of a southbound left-turn prohibition from 7:00 a.m. to 7:00 p.m., Monday to Saturday on Christie Street at Barton Street in 2009 to deter cut-through traffic. However, shortly after the installation of signs to give effect to this regulation numerous complaints were received from residents of streets in the area and Transportation Services was requested to remove the signs pending further community consultation. The traffic by-law still provides the authority to re-install these signs but the matter of their acceptance with residents in the community remains under review.

CONTACT

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SIGNATURE

Andrew Koropeski, P.Eng.
Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

- (1) Drawing No. 421G-0241, dated January 2011
- (2) Drawing No. 421G-0242, dated January 2011
- (3) Drawing No. 421G-0239, dated January 2011
- (4) Drawing No. 421G-0240, dated January 2011
- (5) Appendix "A", Parking Regulations to be Rescinded
- (6) Appendix "B", Parking Regulations to be Implemented

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