



**STAFF REPORT
ACTION REQUIRED**

Traffic Management Plan - Barton Avenue, from Christie Street to Bathurst Street

Date:	April 19, 2013
To:	Toronto and East York Community Council
From:	Acting Director, Transportation Services, Toronto and East York District
Wards:	Trinity-Spadina, Ward 20
Reference Number:	Ts2013057te.top.doc

SUMMARY

At its meeting of March 22, 2011 Toronto and East York Community Council in dealing with Item TE5.32 (Parking Amendments-Barton Avenue, from Christie Street to Bathurst Street) requested Transportation Services to report on the effectiveness of mid-block staggered parking as a further means of traffic calming on this street.

Based on our review, the impacts associated with the introduction of staggered parking have been positive in reducing the speed and volume of traffic on this section of Barton Avenue. Therefore, we recommended that staggered parking remain in place.

RECOMMENDATIONS

Transportation Services recommends that Toronto and East York Community Council:

1. Receive this report for information.

Financial Impact

There is no financial impact related to this report.

DECISION HISTORY

City Council, at its meeting of September 30 and October 1, 2009, in dealing with Item TE27.76 entitled “Regulations to Deter Through Traffic Movement – Barton Avenue at Christie Street”, approved a southbound left-turn prohibition from 7:00 a.m. to 7:00 p.m., Monday to Saturday (bicycles excepted) from Christie Street to Barton Avenue. This turn prohibition was rescinded at City Council on February 23, 2010 by Motion MM46.3.

Toronto and East York Community Council, at its meeting of March 22, 2011, in dealing with Item TE5.32 entitled "Parking Amendments – Barton Avenue, from Christie Street to Bathurst Street", approved the implementation of a mid-block staggered parking arrangement on Barton Avenue as a further means of traffic calming on this street. Also, Transportation Services was directed to review and report to Toronto and East York Community Council on the effectiveness of these changes.

COMMENTS

Barton Avenue is classified as a collector road operating two-way on a pavement width of 7.3 metres. There is no TTC service on Barton Avenue. Traffic calming in the form of speed humps and intersection build-outs have existed on this section of Barton Avenue since well before 2009. The speed limit is 30 km/hr.

Traffic patterns and residents' 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.

At its meeting of September 30 and October 1, 2009, City Council approved a southbound left-turn prohibition from 7:00 a.m. to 7:00 p.m., Monday to Saturday (bicycles excepted) from Christie Street to Barton Avenue to deter cut-through traffic. However, shortly after the installation of left-turn prohibition signs, numerous complaints were received from residents of streets in the area and Transportation Services was requested to remove the signs pending further community consultation. As a result, this prohibition was rescinded by Motion MM46.3 at City Council on February 23, 2010.

Subsequently, Toronto and East York Community Council at its meeting of March 22, 2011 approved a report which recommended the introduction of staggered parking on Barton Avenue, between Christie Street and Bathurst Street, as a further means of traffic calming on this street. Staggered parking was installed on December 14, 2011 as shown in the attached Drawing No. 421G-1019, dated March 2013.

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 generally 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 it provides a clean appearance to the streetscape.

Appendix "A" and "B", attached to this report, provide a comparison of traffic volumes and vehicular speeds, respectively, on Barton Avenue, between Christie Street and Bathurst Street, after the implementation of staggered parking. The average daily traffic volume and operating speeds are lower as a result of introducing a mid-block staggered

parking arrangement on Barton Avenue. The average daily traffic volume has been reduced by about 30 per cent and the average operating speed has been lowered by about 14 per cent.

The introduction of mid-block staggered parking on Barton Avenue, between Christie Street and Bathurst Street, has had a positive influence by reducing the overall daily traffic volume and operating speeds, while continuing to provide unrestricted vehicular entry for the community. Therefore, we recommended that staggered parking remain in place.

Councillor Vaughan has been advised of the results of the monitoring on Barton Avenue and supports this proposal.

CONTACT

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SIGNATURE

Jacqueline White, P.Eng.
Acting Director, Transportation Services
Toronto and East York District

LIST OF ATTACHMENTS

- (1) Drawing No. 421G-1019, dated March 2013
- (2) Appendix "A" - Comparison of Daily Traffic Volumes
- (3) Appendix "B" - Comparison of Average Operating Speeds

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