

## **Toronto East End Streetcar Routes – Extended Peak Period Regulations**

Date: February 6, 2017  
To: Toronto and East York Community Council  
From: Acting Director, Transportation Infrastructure Management,  
Transportation Services  
Wards: Wards 27, 28, 30, 32

### **SUMMARY**

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As part of the City of Toronto's Congestion Management Plan, continuing efforts to improve transit operations, vehicular and cycling flow, this report recommends the modification of peak hour restrictions on sections of Toronto and East York District mixed-traffic streetcar routes east of Parliament Street. This report includes revised recommendations based on recently updated analysis, and is intended to be considered in place of the staff report TE 19.62 Toronto East End Streetcar Routes - Extended Peak Period Regulations, which was considered by Toronto and East York Community Council on October 13, 2016 and subsequently deferred.

The study area covers Broadview Avenue, Coxwell Avenue, Kingston Road and Queen Street east of Parliament Street. An analysis of the Toronto Transit Commission's (TTC) Automatic Vehicle Location data further calibrated through manual traffic surveys and field observations support the recommendations in this study.

The recommended changes, which consist primarily of extensions to many "No Stopping" and some "No Left-Turn" signed restrictions, are intended to clear parking in the curb lane and prohibit turning vehicles from blocking streetcars at intersections for slightly longer than the existing peak period. The extended traffic regulations are intended to improve reliability of transit, reduce traffic congestion and align with the prevailing traffic conditions along the corridor. The by-law amendments also include related changes to on-street parking regulations to coincide with the new stopping prohibitions.

Conditions will be monitored following implementation to determine whether the changes have the intended effect, and whether any adjustments need to be made. While these changes do not immediately impact streetcar service scheduling or planning, they are intended to improve the consistency of travel times, and allow for subsequent schedule adjustments by the TTC.

## RECOMMENDATIONS

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The Acting Director, Transportation Infrastructure Management, recommends that:

1. City Council enact the traffic and parking by-law amendments as set out in Attachment 3 of the report dated February 6, 2017 from the Acting Director, Transportation Infrastructure Management..
2. City Council authorize and direct the appropriate City officials to take the necessary action to give effect to Council's decision, including the introduction in Council of any bills that may be required.

## FINANCIAL IMPACT

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The cost of implementing all signage changes as recommended in this report is estimated to be approximately \$9,450 for turn prohibitions and \$10,250 for parking control for a total of \$19,700. These funds are available in Transportation Services' Signs Operating Budget.

The extended peak period regulations are anticipated to reduce parking revenue. The Toronto Parking Authority (TPA) has estimated a maximum potential net revenue loss of \$30,100 annually based on the estimated utilization of affected parking machines during these additional periods. Additionally, TPA expects a total one-time cost of \$7,100 to re-program pay parking machines.

The Deputy City Manager and Chief Financial Officer has reviewed this report and agrees with the financial impact information.

## DECISION HISTORY

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City Council, at its meeting on September 30, October 1 and 2, 2015, adopted, as amended, Item TE10.115 titled "Downtown Streetcar Routes – Extended Peak Period Regulations" and, in so doing, directed that "...should the new data indicate...that there is a further opportunity to improve segment travel times through a similar extension of 'No Stopping' hours on other sections of the streetcar network, the General Manager, Transportation Services be requested to report by March 2016 with a plan to complete the detailed analysis on the remaining mixed-traffic streetcar routes throughout the Toronto and East York District."

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.TE10.115>

At its meeting on June 7, 8, 9, 2016, City Council adopted item TE16.53 titled "Downtown Streetcar Routes – Travel Time Study of Extended Peak Period Regulations." The report contained a preliminary plan of operational changes being studied on other route sections east of Parliament Street, now refined and being submitted as a final recommendation report.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.TE16.53>

## COMMENTS

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### Background

Transportation Services has been undertaking reviews of stopping prohibition hours on the streetcar routes in Toronto and East York District in order to improve streetcar operations, enhance cycling, and maintain efficient traffic flow during rush hours. The study website provides an overview of this work, with detailed mapping of the changes in the original study area on Queen Street, Dundas Street, and College/Carlton Street: <http://www1.toronto.ca/wps/portal/contentonly?vgnextoid=5dd66eab0534d410VgnVCM10000071d60f89RCRD>

On an average weekday, approximately 45,000 motor vehicles travel along Broadview Avenue, Coxwell Avenue, Kingston Road, and Queen Street East through the eastern area of Toronto. At a commonly estimated rate of 1.2 occupants per private vehicle, this flow would represent 54,000 people. Streetcar routes operating on these corridors service an average of approximately 100,000 passengers daily.

During the traditional peak periods, restrictions to stopping, turning and parking are in effect in order to manage congestion (often from 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.). Traffic congestion that takes place outside of the traditional peak periods can also be a concern, amounting to several minutes of lost time per person in streetcars and general traffic.

A congested corridor reduces the ability of streetcars to operate on schedule. The Downtown Transportation Operations Study (DTOS), Congestion Management Plan (CMP), and King Street Operational Study have all identified the importance of downtown corridors within the City's road network, and the high-ridership streetcar routes have been targeted because of the large cumulative impact on many transit users. This report specifically responds to Council direction to review the sections of key mixed-traffic streetcar routes east of Parliament Street.

### Study Approach and Methodology

The review of East End Streetcar Routes involved collection of travel time information from TTC's Automatic Vehicle Location (AVL) data for 501 Queen, 502 Downtowner, 503 Kingston, 504 King, 505 Dundas and 506 Carlton.

The first set of data was collected for two weeks in June 2016 before the school break, and a second set of data was collected for three weeks in September and October 2016 after the summer period. Over five weeks, about 15,000 data points were analyzed to generate average travel times and their variability. To ensure that collected data are representative of prevailing congested routes, only weekday streetcar services were considered and only at times when there were no planned lane closures or diversions within the study area. Generally, approximately one-kilometre sections were used.

Where the study found significant travel time fluctuations between peak-period and off-peak conditions, this was identified as an opportunity to potentially reduce congestion

during shoulder periods by selectively extending stopping and/or turning restrictions in the most problematic sections of a streetcar route.

Streetcar operations and general traffic flow were observed in the field on all corridors within the study area to more fully understand the possible causes of delay demonstrated in the data. For this study area, a typical traffic monitoring field visit was for at least two hours covering the peak and shoulder period.

Changes in traffic regulations are being recommended where travel times are particularly inconsistent. Allowing the full capacity of the roadway to be used during these periods, while vehicle volumes are still relatively high, is proposed to reduce passenger delays and improve streetcar reliability, along with the general flow of traffic.

In some cases, the frequency and extent of curbside activity was found to impact the flow of traffic and transit, and changes to stopping prohibition hours are proposed. In other cases, the delays created by turning vehicles in shared lanes can hold back streetcars and other vehicles. As such, left-turn restrictions have been considered.

### **Expected Travel Time Savings**

In a typical case where recommendations to change traffic regulations are proposed within this report, streetcar travel times are found to be approximately one minute longer in a segment immediately after the existing stopping prohibition ends due to continued high traffic levels and no available curb lane due to parked cars. In several cases with a 4:00 to 6:00 p.m. prohibition, it is recommended that the peak period be extended by 30 minutes in each direction, to 3:30 p.m. to 6:30 p.m., allowing traffic and streetcars to use the full roadway capacity for this additional hour, improving reliability.

Through the implementation of extended peak period prohibitions in other corridors (for example, extending the 4:00 p.m. to 6:00 p.m. no-stopping hours in a segment of a street to 3:30 p.m. to 6:30 p.m.), travel times have been found to improve by approximately one minute per segment during this period.

Collectively, total travel time savings amounted to three to four minutes along previous corridors, nearly the equivalent of the transit headway (time between streetcars) during peak hours. In addition to facilitating smoother traffic flow, these changes can yield opportunities to provide more flexibility in scheduling, reduced transit vehicle requirements, or allow for increased service in the future.

Actual savings for streetcar routes in the network's east end will be determined by measuring travel time impacts of new peak hour regulations during a monitoring period in spring 2017, and would ultimately be realized permanently through changes to the route schedules.

### **Updated Recommendations to Extend Peak Period Regulations**

Initially the study covered eight (8) segments of streetcar routes east of Parliament Street using almost 6,000 AVL data points collected in June 2016 as outlined in TE 19.62 Toronto East End Streetcar Routes - Extended Peak Period Regulations which

was considered by Toronto and East York Community Council on October 13, 2016 and subsequently deferred.

Further consultation with councillors prompted Transportation Services staff to refine the study into shorter segments, particularly in Ward 30, increasing the total to 12 segments. About 9,000 additional AVL data points collected in September and October 2016 were processed to re-calibrate the initial travel time analyses.

Table 1 summarizes the updated recommendations for east end streetcar routes. The proposed changes for each streetcar route are illustrated in Attachment 1.

Table 1. Updated Staff Report Recommendations

<b>Corridor</b>	<b>Current traffic regulation</b>	<b>October 2016 TEY CC report recommendation</b>	<b>Updated staff report recommendation</b>
Eastbound <b>Queen Street</b> East between Woodbine Avenue and Wineva Avenue	No stopping 4:00 p.m.- 6:00 p.m. Mon. to Fri.	Change no-stopping hours from 4:00 p.m.- 6:00 p.m. to <b>3:30 p.m.- 6:30 p.m.</b> due to high travel time and variability in the shoulder period.	<b>Keep recommendation.</b> Further analysis of additional data indicates similar pattern of high travel time and variability.
Westbound <b>Queen Street</b> East between Pape Avenue and Carroll Street	No Stopping 7:00 a.m.- 9:00 a.m. Mon. to Fri.	Change no-stopping hours from 7:00 a.m.- 9:00 a.m. to <b>7:00 a.m.- 10:00 a.m.</b> to reduce travel time variability in the 9:00 a.m.-9:30 a.m. period.	<b>Remove recommendation.</b> Results indicate consistent travel times between peak and shoulder. Lesser variability in travel times considering the additional data analyses and splitting corridor into three shorter segments.

Corridor	Current traffic regulation	October 2016 TEY CC report recommendation	Updated staff report recommendation
Eastbound <b>Queen Street</b> East between Carroll Street and McGee Street	No stopping 4:00 p.m.-6:00 p.m. Mon. to Fri.	Change no-stopping hours from 4:00 p.m.-6:00 p.m. to <b>3:30 p.m.-6:30 p.m.</b> to reduce travel time variability between 6:00 p.m.-6:30 p.m.	Change no-stopping hours from 4:00 p.m.-6:00 p.m. to <b>3:30 p.m.-6:30 p.m.</b> on eastbound Queen Street East between Carroll Street and <b>Broadview Avenue</b> . Further data analyses and field observations confirm travel time variability occurs in a shorter segment of the corridor.
Northbound <b>Broadview Avenue</b> between Gerrard Street East and Danforth Avenue	No stopping 4:00 p.m.-6:00 p.m. Mon. to Fri.	Change no-stopping hours from 4:00 p.m.-6:00 p.m. to <b>3:30 p.m.-6:30 p.m.</b> due to highly variable travel times during shoulder period.	Change no-stopping hours from 4:00 p.m.-6:00 p.m. to <b>4:00 p.m.-6:30 p.m.</b> on northbound Broadview Avenue between <b>Millbrook Crescent</b> and Danforth Avenue. Additional data analyses and field observations confirm highly variable travel times occurring on a shorter segment of Broadview Avenue.
Eastbound <b>Kingston Road</b> between Glen Manor Drive and Victoria Park Avenue	No stopping 4:00 p.m.-6:00 p.m. Mon. to Fri.	Change no-stopping hours from 4:00 p.m.-6:00 p.m. to <b>3:00 p.m.-7:00 p.m.</b> due to high travel time and variability in the shoulder period.	<b>Keep recommendation</b>
Westbound <b>Kingston Road</b> between Scarborough Road and Main Street/Southwood Drive	No Stopping 7:00 a.m.-9:00 a.m. Mon. to Fri.	Change no-stopping hours from 7:00 a.m.-9:00 a.m. to <b>7:00 a.m.-10:00 a.m.</b> due to high variability in the shoulder period.	<b>Keep recommendation</b>

*Eastbound Queen Street East between Woodbine Avenue and Wineva Avenue*

In this section of Queen Street East, travel times in the off-peak period have significant variability. This situation is in stark contrast with current peak hours in which travel times are consistently lower, less variable, and generally adhere to TTC's anticipated schedule. Accounting for variability in each half-hour block, the 501 Queen takes twice as long to travel the same distance just outside of established peak hours. The combination of many on-street activities such as deliveries, parking and traffic movement considerably slows down transit operations in this busy area.

Attachment 2 illustrates these findings. Based on analysis of this corridor, extending the no-stopping hours to 3:30 p.m. to 6:30 p.m. will help bring down travel times and reduce variability in streetcar service. By extension, local traffic circulation will benefit from an unobstructed curb lane during this extended period.

The analysis suggests that longer no-stopping hours (3:00 p.m. to 7:00 p.m.) could be justified due to high average travel times and variability, but concerns raised by the Beach Village BIA about the loss of more parking spaces, limited parking opportunities nearby, and possible impact to businesses were considered in the recommendation.

*Westbound Queen Street East between Pape Avenue and Carroll Street*

In this section of Queen Street East, it was initially recommended to extend stopping prohibitions in order to bring down variable travel times during the off-peak period closer to the early morning peak. In response to feedback, this section was split into three shorter segments in order to identify the slowest sections (and most highly variable travel times). As illustrated in Attachment 2, travel time differences between peak and off-peak hours were found to be marginal and extending peak period regulations is not recommended in this segment.

*Eastbound Queen Street East between Carroll Street and McGee Street*

In this section of Queen Street East, it was initially recommended that peak hours be extended from 3:30 p.m. to 6:30 p.m. eastbound between Carroll Street and McGee Street. In response to feedback, another round of travel time study was undertaken to locate shorter segment(s) with the highest travel time variability.

Further analysis reveals that between Carroll Street and Broadview Avenue, off-peak travel times are 10-20% longer than peak period travel times while travel time between Broadview Avenue and McGee Street is consistently adhering to schedule and variability in travel time is minimal. As illustrated in Attachment 2, the largest travel time variation is found following the afternoon peak hour. To put the observed conditions in context, a streetcar can take up to 2.5 minutes to traverse one street block between 6:00 p.m. and 6:30 p.m.

In order to address the most problematic sections of this corridor, the previous recommendation is being amended to only extend no-stopping hours on eastbound Queen Street East between Carroll Street and Broadview Avenue.

### *Northbound Broadview Avenue between Gerrard Street East and Danforth Avenue*

It was initially recommended to extend no-stopping hours on Broadview Avenue between Gerrard Street East and Danforth Avenue. However, after further analysis of shorter segments and additional data, it was found that the most prolonged streetcar delays were concentrated between Millbrook Crescent and Danforth Avenue, as illustrated in Attachment 2.

While recent changes to the TTC's schedule incorporating extended running times should help address schedule reliability, field observations indicate that conditions are worst during the 3:30 p.m. to 4:00 p.m. and 6:00 p.m. to 6:30 p.m. shoulder periods. During these times, travel times can reach up to six (6) minutes longer than anticipated. An extended peak hour restriction that covers this shoulder period would help reduce travel times, though initially proposed changes during the 3:30 p.m. to 4:00 p.m. were of some concern to local businesses.

Apart from streetcar operational issues, the Broadview/Danforth intersection's capacity to effectively move northbound traffic is constrained by high traffic volumes on eastbound Bloor Street/Danforth Avenue; high left-turn traffic volumes on northbound Broadview Avenue towards the Don Valley Parkway; and streetcar spillback from Broadview station. Nevertheless, traffic regulation changes are recommended to allow for some improvement despite these constraints.

As illustrated in Attachment 2, the eastbound 504 King and 505 Dundas operate well between Gerrard Street East and Millbrook Crescent, with average travel times well below schedule and with little variability throughout the afternoon period. Extending peak period regulations in this segment is therefore not recommended.

### *Eastbound Kingston Road between Glen Manor Drive and Victoria Park Avenue*

On this section of Kingston Road, it was found that travel times in September/October 2016 during shoulder periods are longer than scheduled, and on average, are 60% higher than peak hour travel times. As illustrated in Attachment 2, travel times in June 2016 roughly follow a similar pattern. Based on the analysis for this location, a longer extension (3:00 p.m.-7:00 p.m.) of peak hour restriction than usual is recommended to improve streetcar operations.

### *Westbound Kingston Road between Scarborough Road and Main Street*

On this section of Kingston Road, the objective is to reduce travel times in the 9:00 a.m.-10:00 a.m. interval close to the level seen in the 7:00 a.m. period, as illustrated in Attachment 2. To achieve this travel time improvement, in addition to extending stopping prohibitions, changes to existing left-turn prohibition hours at several intersections on Kingston Road including Scarborough Road, Silver Birch Avenue, Balsam Avenue, Glen Manor Drive, Winthorpe Road and Southwood Drive are recommended to reduce congestion at intersections.

### *Coxwell Avenue and Parliament Street*

These two corridors were identified in the staff report "Downtown Streetcar Routes – Travel Time Study of Extended Peak Period Regulations (TE16.53)" as potential locations for peak period regulation changes. However, after data analysis and several



field observations, it was determined that these corridors could significantly benefit from intersection signal timing modifications and re-activation of transit signal priority (TSP). TSP work was recently completed together with a recent change in signal timing at the intersection of Parliament Street and Carlton Street. A signal re-timing study is underway at Gerrard Street East and Coxwell Avenue intersection.

## **Proposed Changes to Traffic Regulations**

Extending signed no-stopping hours is the main approach to adjust existing peak hour regulations to match prevailing traffic conditions and streetcar operations as described in the preceding section. However, in some locations, extensions to turning or parking restrictions are also recommended in order to align with the new stopping prohibitions posted in the same direction of travel. Where on-street paid parking is permitted, operating hours are also proposed for adjustments to be consistent with the extended peak times.

All amendments to traffic and parking regulations required to implement these changes are outlined in Attachment 3. As with any new traffic sign regulations, a period of motorist education to accompany enforcement would take place as the new by-law regulations are introduced.

## **Consultation**

From May 2016 through July 2016, City staff consulted with Councillors of Wards 28, 30, 32 and Business Improvement Areas (BIAs) regarding the proposed changes in their community. Consultation on the data collection and proposed changes also included the TTC and the Toronto Parking Authority (TPA). The Councillor is supportive of the revised Ward 30 recommendations contained within this report, about which the BIAs have also been consulted.

Key comments from consultations are listed below, and have been addressed through the recommendations of report or will be reviewed by District Traffic Operations or the TPA. A post-implementation study and traffic monitoring will be undertaken to identify areas where adjustments need to be made.

- Support for extending peak hour prohibitions based on expected benefits to transit, traffic flow and cyclists;
- Some concern that further restrictions to on-street parking could impact businesses, particularly where street parking on side streets is limited, and request to keep changes to parking to only one side of the street or minimize peak period extensions to those sections and times where a significant benefit is expected;
- Businesses that traditionally serve the most customers in the evening expressed concerns regarding the extension of peak hours to 7:00 p.m.;
- A request to remove the existing northbound streetcar stop at Broadview Avenue and Danforth Avenue was received and forwarded to TTC for review;
- Requests to look at accommodating the needs of people using Wheel-Trans by providing alternative loading zones on side streets;
- Cabbagetown BIA requested to introduce additional safety measures at Carlton Street and Parliament Street intersection; and

- In the Beach Village BIA (Ward 32) where parking demand is high, staff will review current parking limits on residential street parking.

In response to a request into accommodating the needs of Wheel-Trans customers in Ward 30, a safe and accessible loading zone on Strange Street has been identified and will be included in a companion report submitted to Toronto and East York Community Council in February 2017.

Finally, an additional change is recommended in response to a 311 request from the TPS-Parking Enforcement Unit regarding conflicting signs on eastbound Carlton Street, near Jarvis Street. Currently, there is a 20-metre School Bus Loading Zone (SBLZ) which operates daily between 8:00 a.m. and 5:00 p.m. In this area, a stopping prohibition is in effect from 8:00 a.m. to 6:00 p.m. Mon. to Fri. which is not consistent with the recently changed afternoon peak hours on the rest of Carlton Street from Jarvis Street to Parliament Street, which end at 7:00 p.m. To make the afternoon stopping prohibitions consistent on Carlton Street, it is recommended to extend the no-stopping hours in the loading zone as well. In conjunction with stopping prohibitions, a by-law amendment is proposed to be introduced to the operating hours of the parking machines within the SBLZ for consistency, and is included in Attachment 3. The Councillor has been consulted and supports this change.

## CONTACT

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## SIGNATURE

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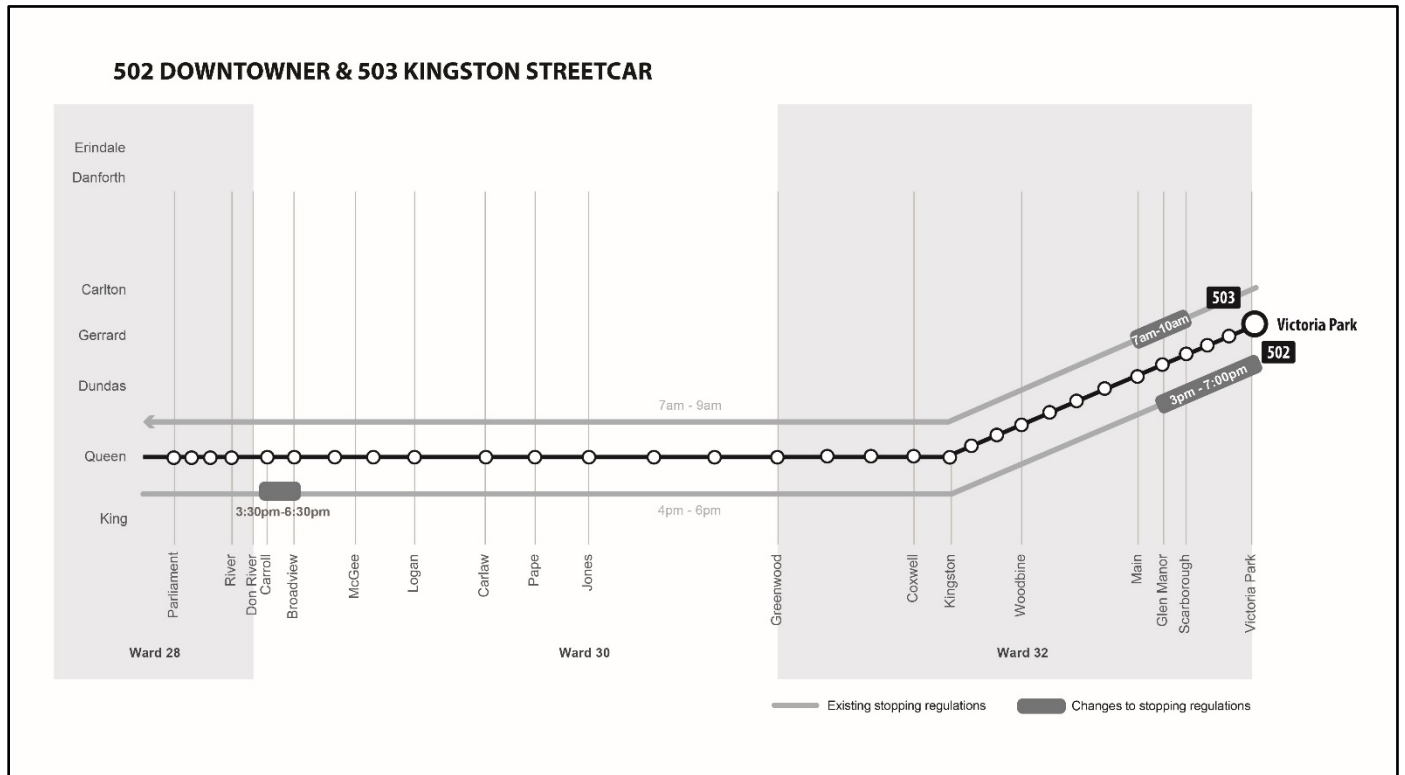
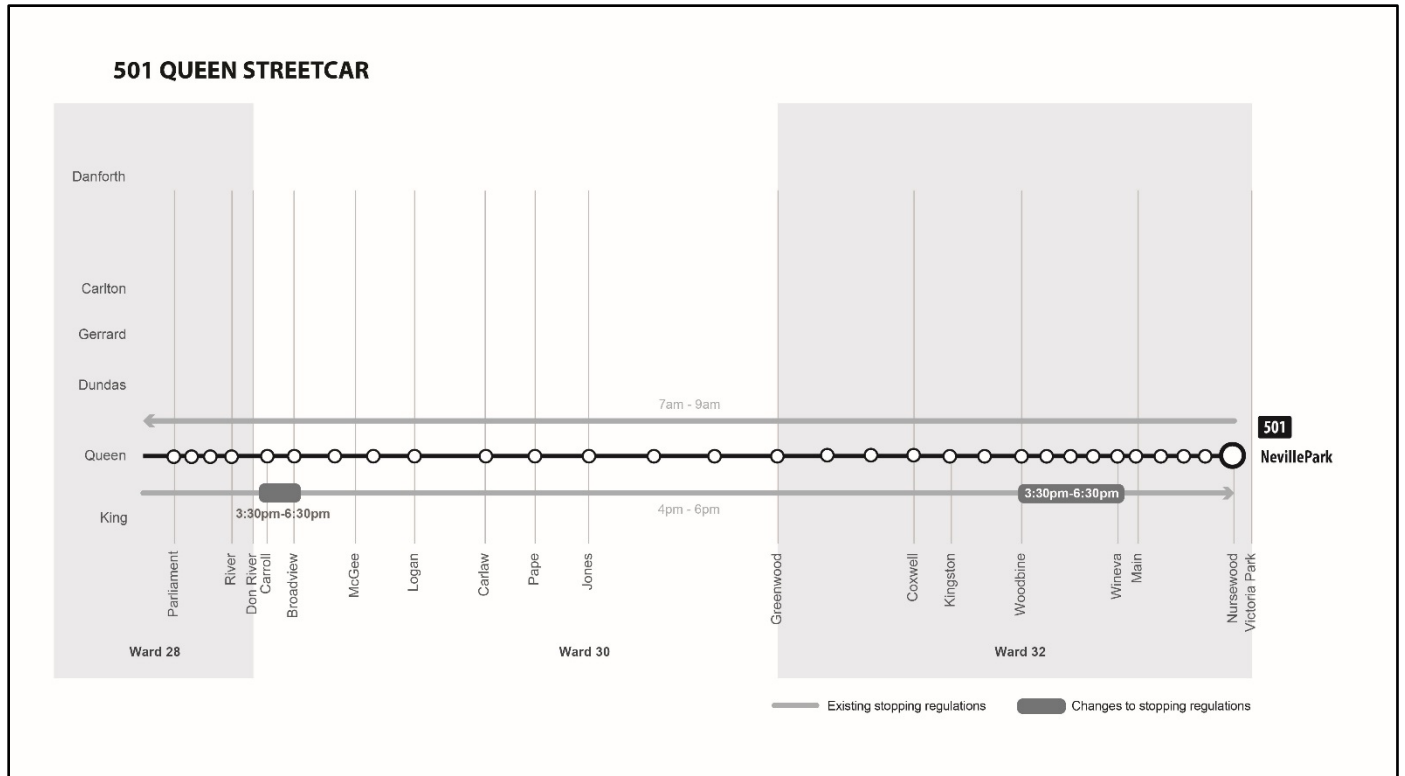
Jacquelyn Hayward Gulati  
Acting Director,  
Transportation Infrastructure Management

## ATTACHMENTS

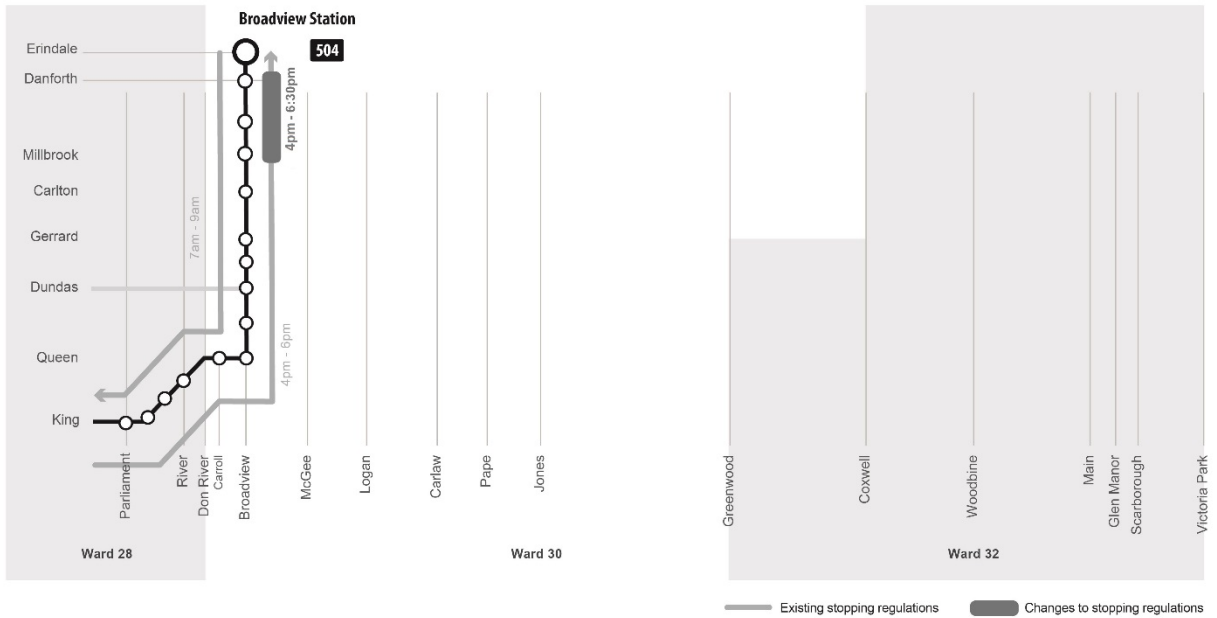
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1. Proposed Peak Hour Prohibitions
2. Average Travel Time in Minutes
3. Amendments to Traffic and Parking Regulations

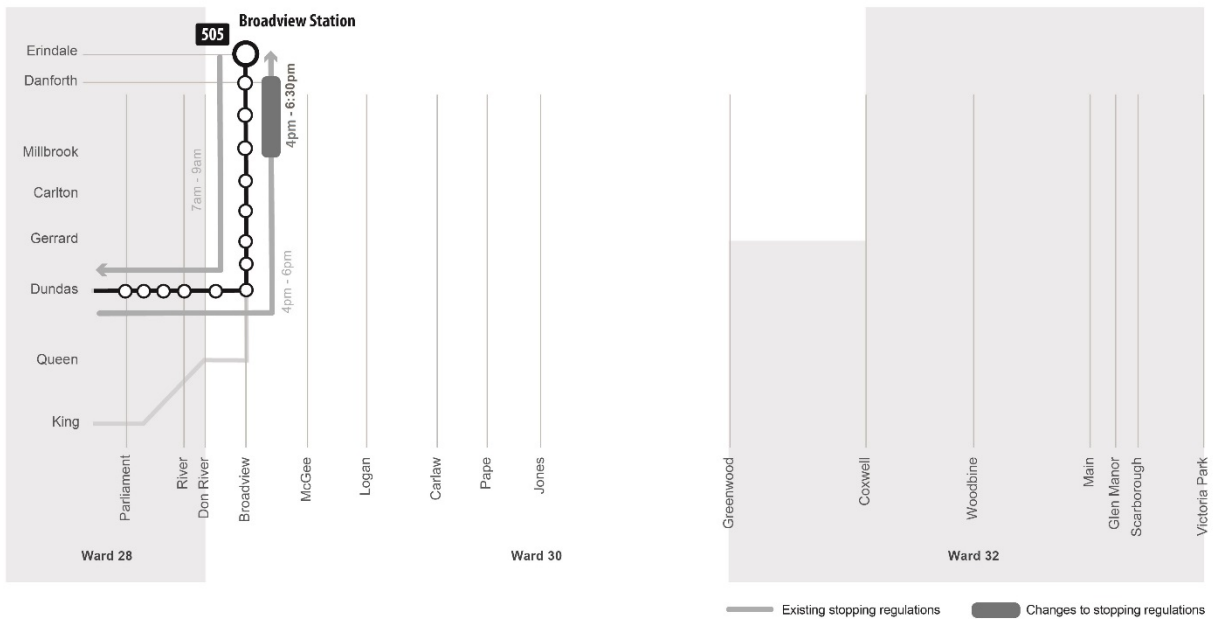
# Attachment 1 - Proposed Peak Hour Prohibitions



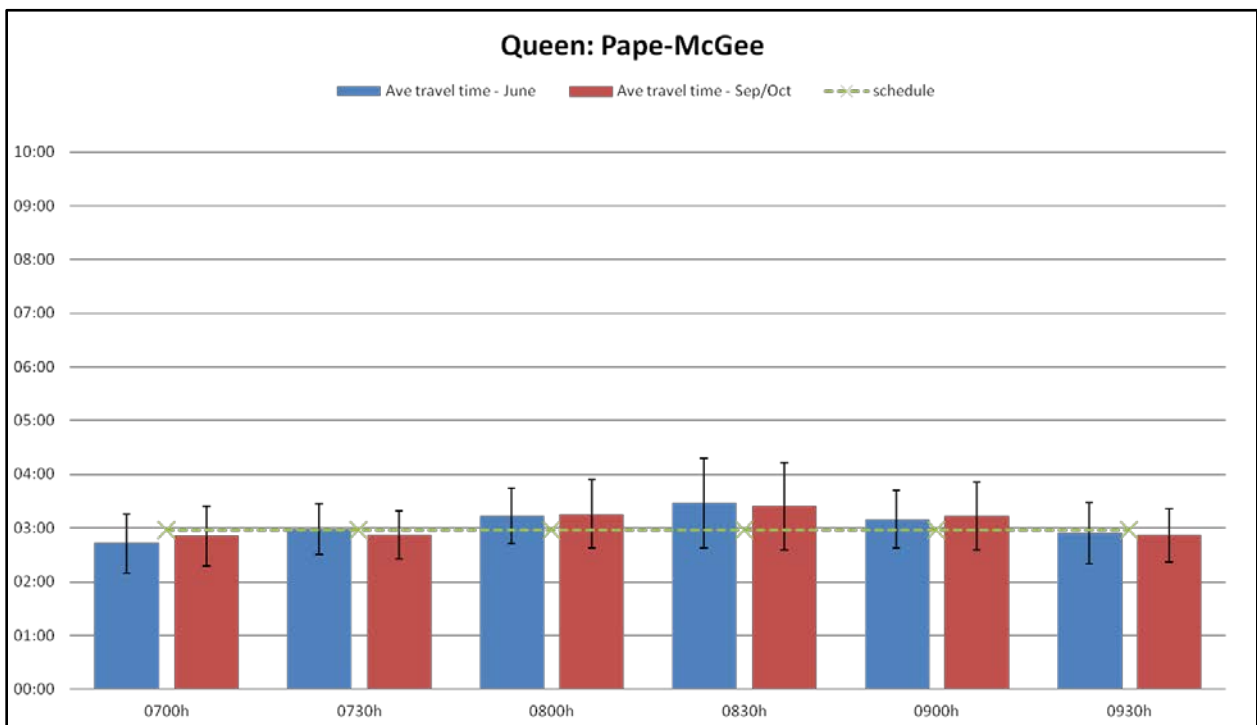
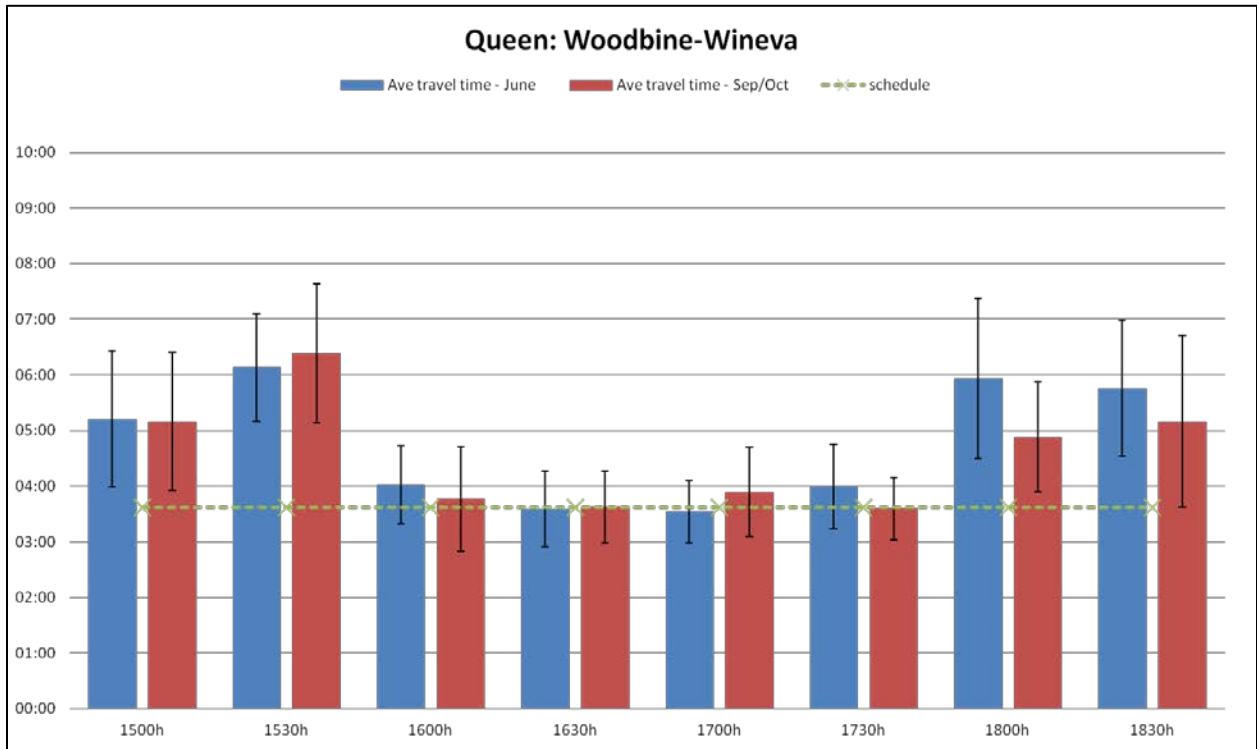
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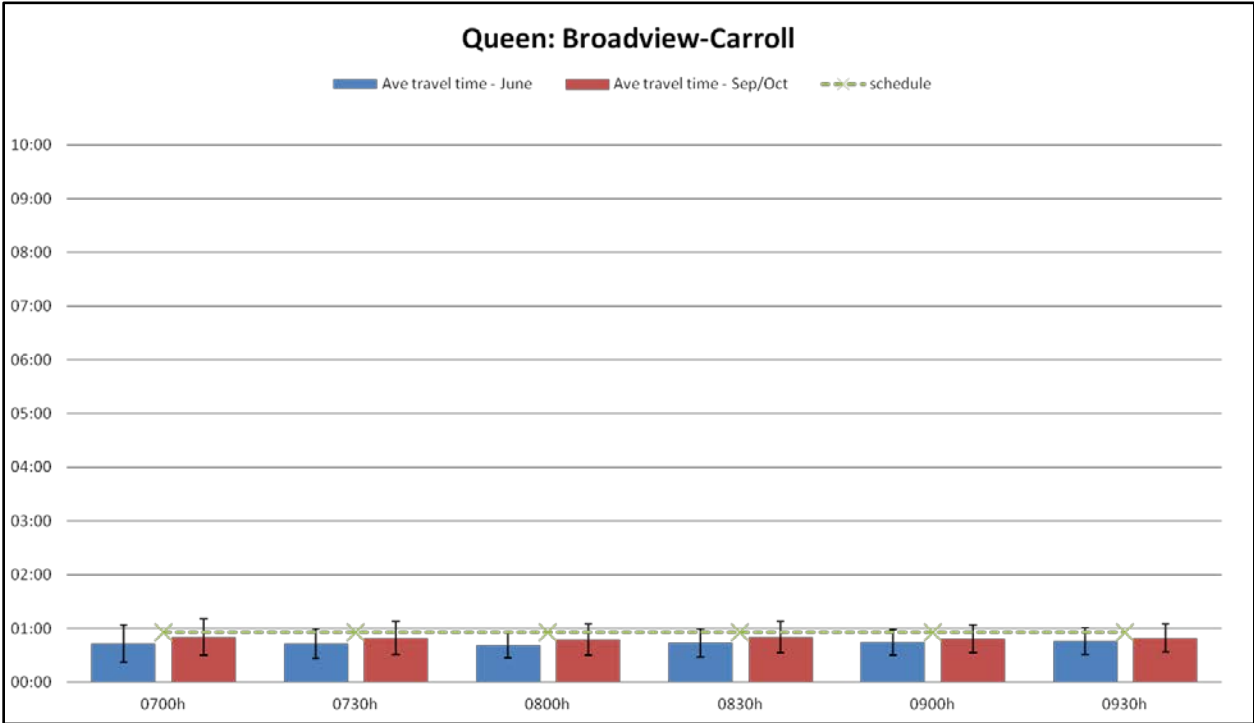
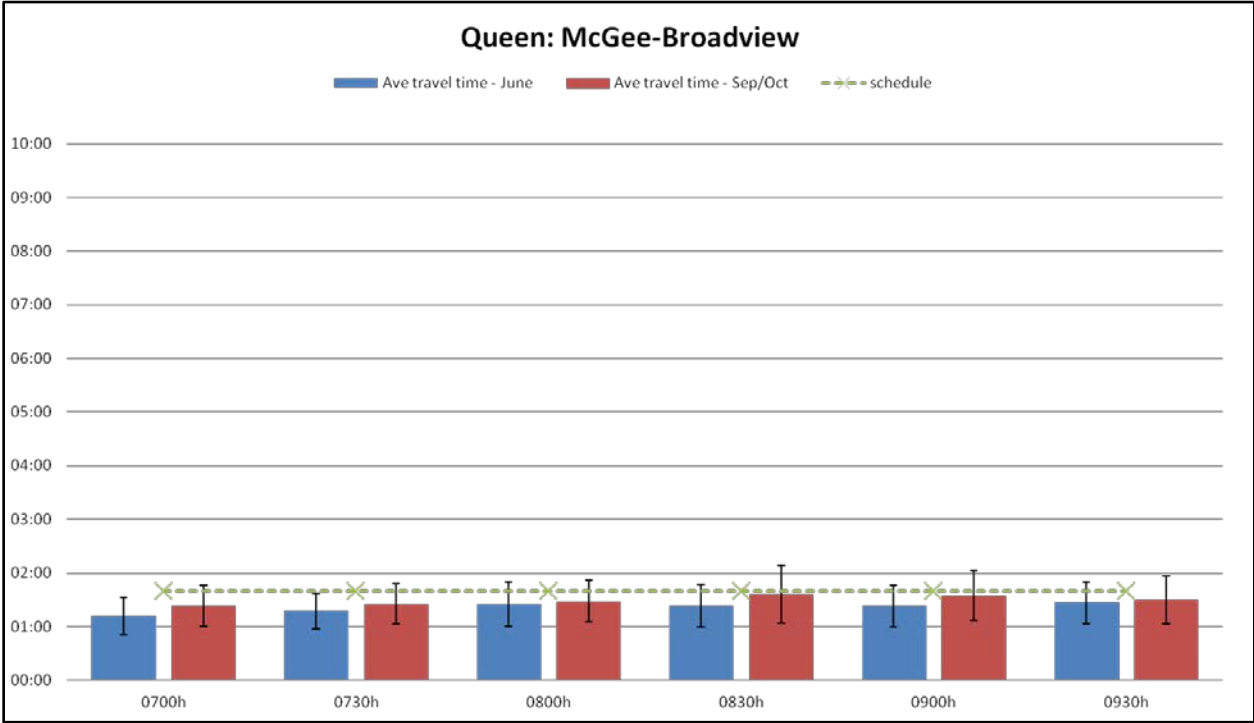


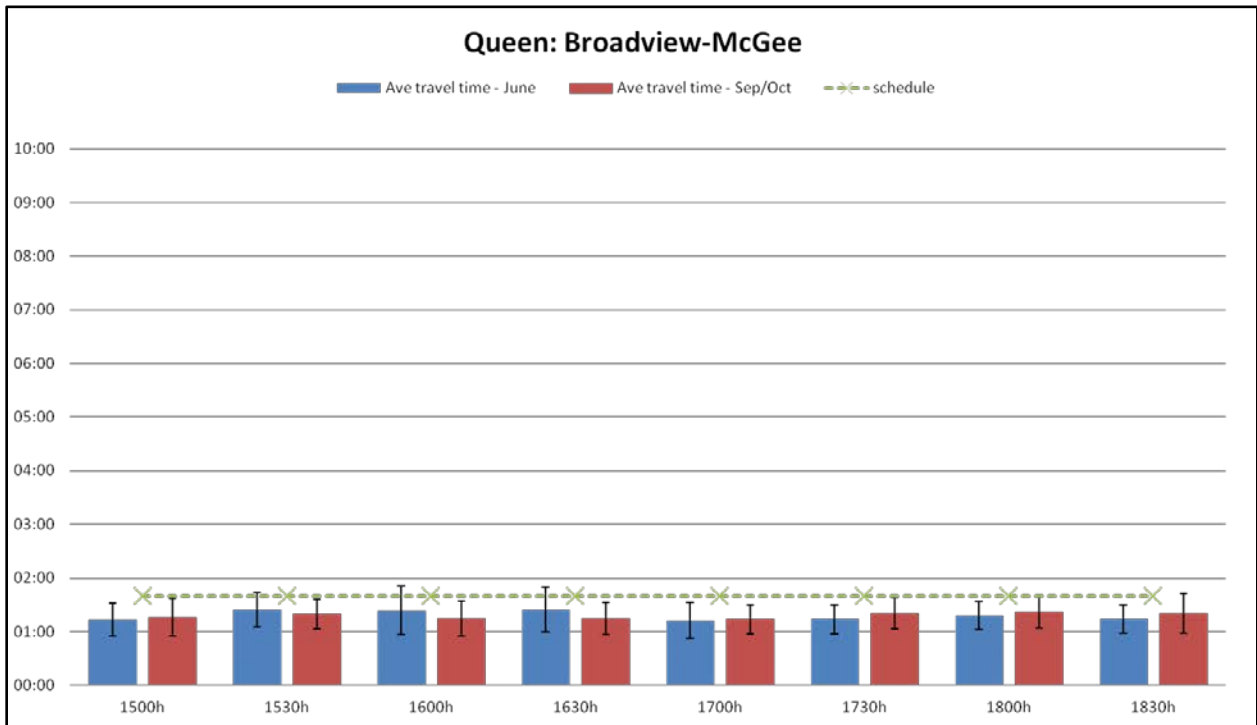
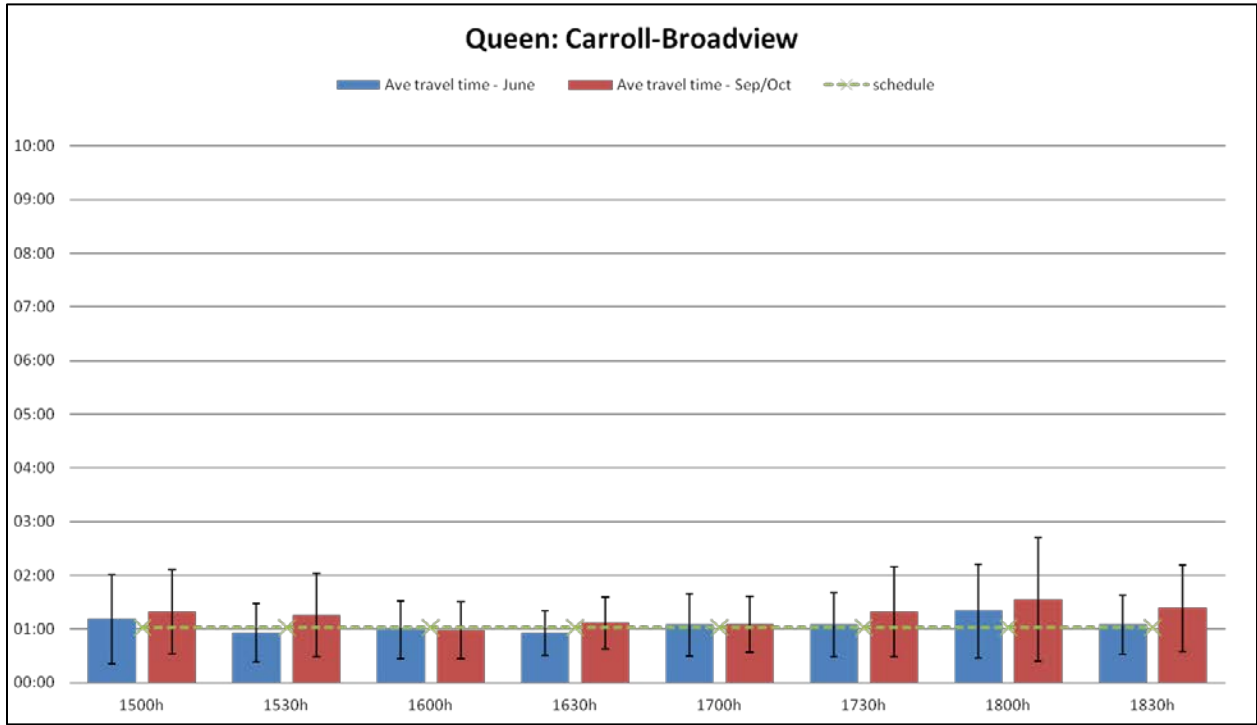
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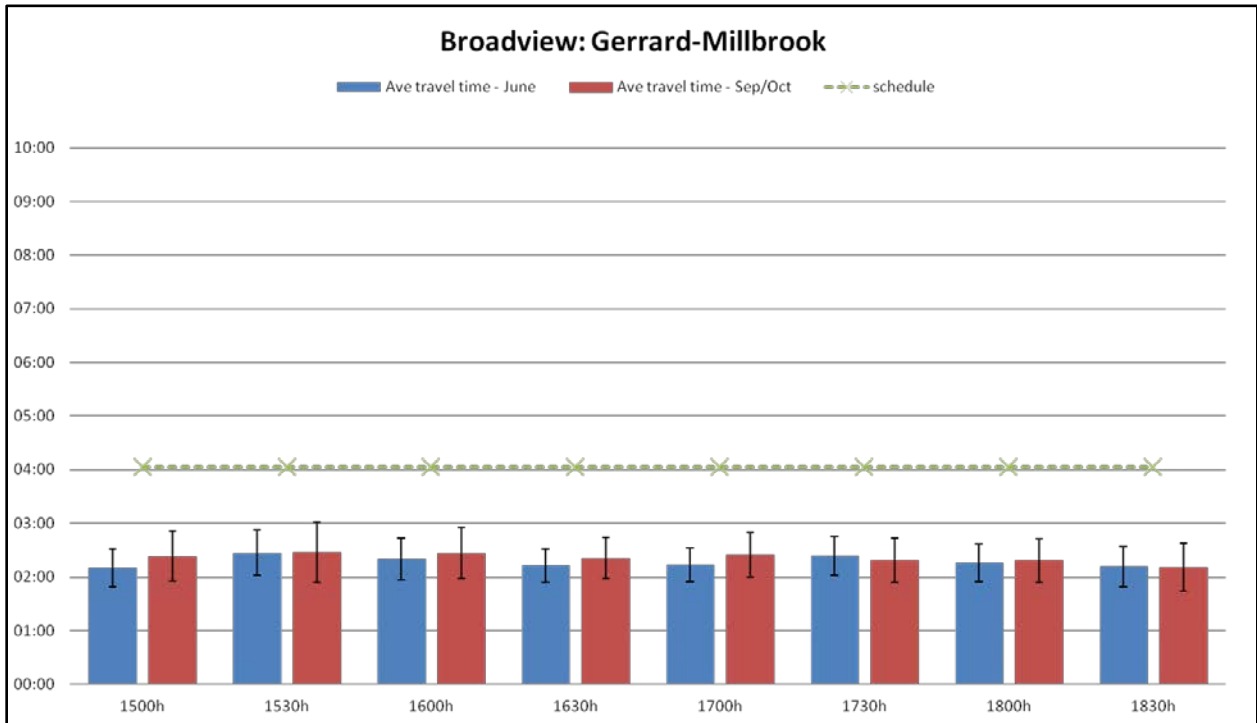
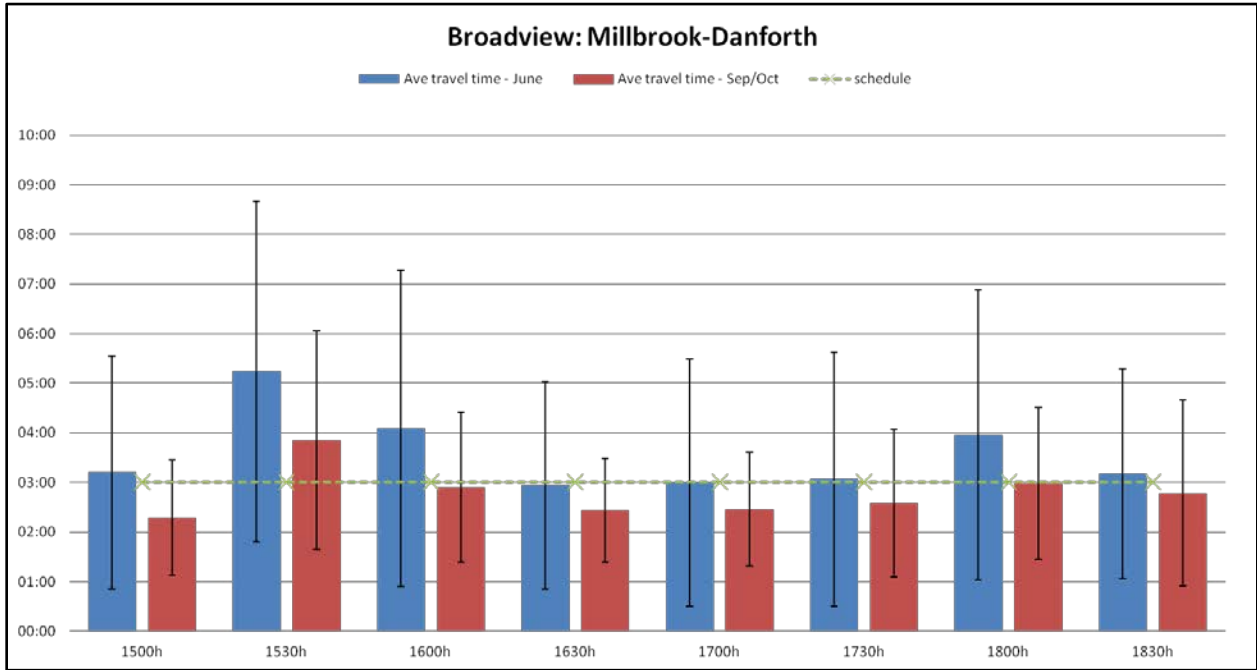


## Attachment 2 - Average Travel Time in Minutes

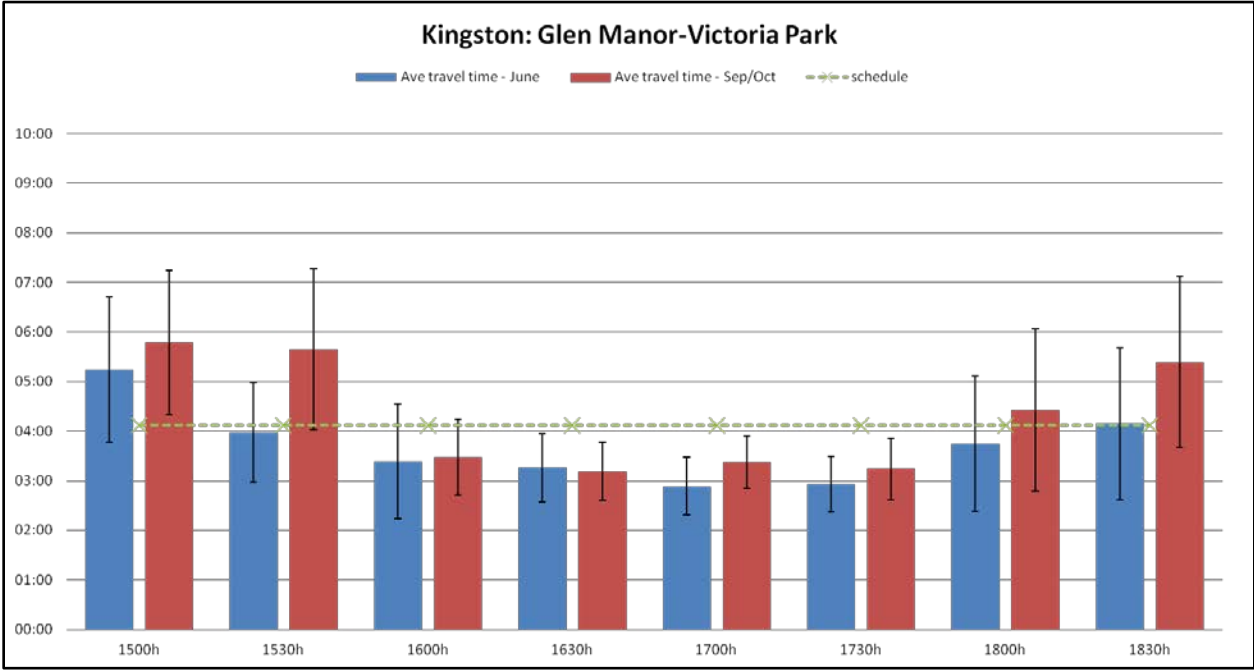












# Attachment 3 - Amendments to Traffic and Parking Regulations

## Parking Machines

Rescind the following:

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Broadview Avenue	East	Danforth Avenue and Fairview Boulevard	9:00 a.m. to 4:00 p.m., Mon. to Fri., 8:00 a.m. to 6:00 p.m., on Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	North	Main Street and Walter Street	9:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	North	Victoria Park Avenue and Beech Avenue	8:00 a.m. to 4:00 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	North	Victoria Park Avenue and Pickering Street	9:00 a.m. to 6:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	South	Beech Avenue and Willow Avenue	8:00 a.m. to 4:00 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	South	Victoria Park Avenue and Silver Birch Avenue	8:00 a.m. to 4:00 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours
Queen Street East	South	Broadview Avenue and Strange Street	9:00 a.m. to 4:00 p.m.; Mon. to Fri.; 8:00 a.m. to 6:00 p.m. on Sat.	\$1.50 for 1 hour	3 hours
Queen Street East	South	Don Valley Parkway and Broadview Avenue	9:00 a.m. to 4:00 p.m.; Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours

<b>Highway</b>	<b>Side Parking</b>	<b>Between</b>	<b>Hours (daily as indicated below)</b>	<b>Fee/Time Limit</b>	<b>Maximum Parking Period</b>
Queen Street East	South	A point 73.4 metres east of Kippendavie Avenue and Silver Birch Avenue	8:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours

Enact the following:

<b>Highway</b>	<b>Side Parking</b>	<b>Between</b>	<b>Hours (daily as indicated below)</b>	<b>Fee/Time Limit</b>	<b>Maximum Parking Period</b>
Broadview Avenue	East	Danforth Avenue and Fairview Boulevard	9:00 a.m. to 4:00 p.m., Mon. to Fri., 8:00 a.m. to 6:00 p.m., on Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	North	Main Street and Walter Street	10:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	North	Victoria Park Avenue and Scarborough Road	9:00 a.m. to 6:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	North	Scarborough Road and Pickering Street	10:00 a.m. to 6:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	South	Beech Avenue and Balsam Avenue	8:00 a.m. to 3:00 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours
Kingston Road	South	Victoria Park Avenue and Silver Birch Avenue	8:00 a.m. to 3:00 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours
Queen Street East	South	Broadview Avenue and Saulter Street	9:00 a.m. to 4:00 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours
Queen Street East	South	Carroll Street and Broadview Avenue	9:00 a.m. to 3:30 p.m. Mon. to Fri.; 8:00 a.m. to 6:00 p.m. Sat.	\$1.50 for 1 hour	3 hours

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period
Queen Street East	South	Wineva Avenue and Silver Birch Avenue	8:00 a.m. to 4:00 p.m. and 6:00 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Queen Street East	South	A point 73.4 metres east of Kippendavie Avenue and Wineva Avenue	8:00 a.m. to 3:30 p.m. and 6:30 p.m. to 9:00 p.m. Mon. to Fri.; 8:00 a.m. to 9:00 p.m. Sat.; 1:00 p.m. to 9:00 p.m. Sun.	\$2.25 for 1 hour	3 hours
Carlton Street	South	A point 158 metres east of Jarvis Street and a point 20m further east	7:00 p.m. to 9:00 p.m. Mon to Fri.;	\$2.00 for 1 hour	2 hours
Carlton Street	South	A point 158 metres east of Jarvis Street and a point 20m further east	5:00 p.m. to 9:00p.m. Sat: and Sun.	\$2.00 for 1 hour	3 hours

## Permit Parking

Rescind the following:

Street	Side	Location	Period	Time
Broadview Avenue	Odd	From Simpson Avenue to Fairview Boulevard	All times, except no stopping from 4:00 p.m. to 6:00 p.m. Mon. to Fri.	3:00 a.m. to 7:00 a.m.

Enact the following:

Street	Side	Location	Period	Time
Broadview Avenue	Odd	From Simpson Avenue to Fairview Boulevard	All times	3:00 a.m. to 7:00 a.m.

## Stands for Taxicabs

Rescind the following:

Highway	Side	Location	Number of Taxicabs	Times and/or Days
Queen Street East	North	Immediately east of Munro Street	1	Anytime, except 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m.

## No Parking

Rescind the following:

Highway	Side	Between	Prohibited Times and/or Days
Queen Street East	South	Kippendavie Avenue and a point 65.6 metres east	8:30 a.m. to 4:00 p.m., Mon. to Fri.

Enact the following:

Highway	Side	Between	Prohibited Times and/or Days
Queen Street East	South	Kippendavie Avenue and a point 65.6 metres east	Anytime

## No Stopping

Rescind the following:

Highway	Side	Between	Prohibited Times and/or Days
Broadview Avenue	East	Kintyre Avenue and Danforth Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Kingston Road	North	A point 87 metres east of Glen Manor Drive and Birchmount Road	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Kingston Road	North and West	Queen Street East and a point 31 metres east of Glen Manor Drive	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Kingston Road	South and East	Queen Street East and Balsam Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Kingston Road	South and East	Silver Birch Avenue and Wood Glen Road	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Queen Street East	North	Jarvis Street and Eastern Avenue	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Queen Street East	South	Jarvis Street and Eastern Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Queen Street East	South	Kingston Road and Nursewood Road	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Carlton Street	South	A point 158 metres east of Jarvis and a point 20m further east	8:00 a.m. to 6:00 p.m. Mon. to Fri.

Enact the following:

Highway	Side	Between	Prohibited Times and/or Days
Broadview Avenue	East	Kintyre Avenue and Millbrook Crescent	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Broadview Avenue	East	Millbrook Crescent and Danforth Avenue	4:00 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Kingston Road	North	A point 87 metres east of Glen Manor Drive and Scarborough Road	7:00 a.m. to 10:00 a.m., Mon. to Fri., except public holidays

Kingston Road	North	Scarborough Road and Birchmount Road	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Kingston Road	West	Queen Street East and Main Street	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Kingston Road	North	Main Street and a point 31 metres east of Glen Manor Drive	7:00 a.m. to 10:00 a.m., Mon. to Fri., except public holidays
Kingston Road	South and East	Queen Street East and Glen Manor Drive	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Kingston Road	South	Glen Manor Drive and Balsam Avenue	3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Kingston Road	South	Silver Birch Avenue and Victoria Park Avenue	3:00 p.m. to 7:00 p.m., Mon. to Fri., except public holidays
Kingston Road	South	Victoria Park Avenue and Wood Glen Road	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Queen Street East	North	Davies Avenue and Eastern Avenue	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Queen Street East	North	A point opposite King Street and Davies Avenue	Anytime
Queen Street East	North	Jarvis Street and a point opposite King Street	7:00 a.m. to 9:00 a.m., Mon. to Fri., except public holidays
Queen Street East	South	Jarvis Street and King Street	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Queen Street East	South	King Street and East Don Roadway	Anytime
Queen Street East	South	East Don Roadway and a point opposite Carroll Street	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Queen Street East	South	A point opposite Carroll Street and Broadview Avenue	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Queen Street East	South	Broadview Avenue and Eastern Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Queen Street East	South	Kingston Road and Woodbine Avenue	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Queen Street East	South	Woodbine Avenue and Wineva Avenue	3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays

Queen Street East	South	Wineva Avenue and Nursewood Road	4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays
Carlton Street	South	A point 158 metres east of Jarvis and a point 20m further east	8:00 a.m. to 7:00 p.m. Mon. to Fri.

### Parking for Restricted Roads

Rescind the following:

Highway	Side	Location	Time and/or Days	Maximum Period Permitted
Broadview Avenue	East	A point 30 metres north of Gerrard Street East and Simpson Avenue	8:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	1 hour
Kingston Road	North	Malvern Avenue and Hannaford Street	9:00 a.m. to 4:00 p.m.	1 hour
Queen Street East	North	River Street and Jones Avenue	8:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	1 hour
Queen Street East	South	A point 32 metres west of Sackville Avenue and a point opposite Jones Avenue	8:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	1 hour
Queen Street East	South	Leuty Avenue and a point opposite Kingswood Road	8:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	2 hours

Enact the following:

Highway	Side	Location	Time and/or Days	Maximum Period Permitted
Kingston Road	North	Malvern Avenue and Hannaford Street	10:00 a.m. to 4:00 p.m.	1 hour
Queen Street East	North	Davies Avenue and Carroll Street	9:00 a.m. to 4:00 p.m., Mon. to Fri.; 8:00 a.m. to 6:00 p.m., Sat.	1 hour



## Prohibited Turns

Rescind the following:

<b>Intersection of Portion of Highway</b>	<b>Direction</b>	<b>Turns Prohibited</b>	<b>Times and/or Days</b>
Kingston Road and Balsam Avenue	Westbound	Left	7:00 a.m. to 9:00 a.m., Mon. to Fri. (buses excepted)
Kingston Road and Glen Manor Drive	Westbound	Left	7:00 a.m. to 9:00 a.m., Mon. to Fri.
Kingston Road and Silver Birch Ave	Westbound	Left	7:00 a.m. to 9:00 a.m., Mon. to Fri.
Kingston Road and Southwood Drive	Westbound	Left	7:00 a.m. to 9:00 a.m., Mon. to Fri.
Kingston Road and Winthorpe Road	Westbound	Left	7:00 a.m. to 9:00 a.m., Mon. to Fri.
Kingston Road and Scarborough Road	Westbound	Left	7:00 a.m. to 9:00 a.m., Mon. to Fri.
Broadview Avenue and Queen Street East	Eastbound	Left	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays (T.T.C. vehicles excepted)
Woodbine Ave and Queen Street East	Eastbound and Southbound	Left	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays

Enact the following:

<b>Intersection of Portion of Highway</b>	<b>Direction</b>	<b>Turns Prohibited</b>	<b>Times and/or Days</b>
Kingston Road and Balsam Avenue	Westbound	Left	7:00 a.m. to 10:00 a.m., Mon. to Fri. (buses excepted)
Kingston Road and Glen Manor Drive	Westbound	Left	7:00 a.m. to 10:00 a.m., Mon. to Fri.
Kingston Road and Silver Birch Ave	Westbound	Left	7:00 a.m. to 10:00 a.m., Mon. to Fri.
Kingston Road and Southwood Drive	Westbound	Left	7:00 a.m. to 10:00 a.m., Mon. to Fri.
Kingston Road and Winthorpe Road	Westbound	Left	7:00 a.m. to 10:00 a.m., Mon. to Fri.
Kingston Road and Scarborough Road	Westbound	Left	7:00 a.m. to 10:00 a.m., Mon. to Fri.
Broadview Avenue and Queen Street East	Eastbound	Left	7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays (T.T.C. vehicles excepted)
Woodbine Ave and Queen Street East	Eastbound	Left	7:00 a.m. to 9:00 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Woodbine Ave and Queen Street East	Southbound	Left	7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m., Mon. to Fri., except public holidays