Parking Amendments - Hiltz Avenue

Date: May 10, 2017
To: Toronto and East York Community Council
From: Acting Director, Transportation Services, Toronto and East York District
Wards: Ward 30, Toronto-Danforth

SUMMARY

As the Toronto Transit Commission (TTC) operates a transit service on Hiltz Avenue, City Council approval of this report is required.

Transportation Services has reviewed the feasibility of installing double-sided parking and island parking on Hiltz Avenue, between Queen Street East and Dorothy Street, and on Hiltz Avenue, between Dorothy Street and Dundas Street East. Our assessment indicates that the roadway width of Hiltz Avenue is not sufficient enough to safely accommodate unobstructed two-way traffic flow, and provide double-sided parking or island parking. Transportation Services does not recommend implementing double sided parking or island parking on Hiltz Avenue.

RECOMMENDATIONS

The Acting Director, Transportation Services, Toronto and East York District recommends that:

1. City Council deny the installation of double sided parking and island parking on Hiltz Avenue between Queen Street East and Dorothy Street.

2. City Council deny the installation of double sided parking and island parking on Hiltz Avenue between Dorothy Street and Dundas Street East.

FINANCIAL IMPACT

There is no financial impact resulting from the adoption of the recommendation in this report.
DECISION HISTORY

At its meeting on April 4, 2017, Toronto and East York Community Council adopted item TE23.98, requesting Transportation Services, Toronto and East York District, undertake analysis of island parking, and double sided parking on Hiltz Avenue between Queen Street East and Dorothy Street, and between Dorothy Street and Dundas Street East and report back to the June 13th, Toronto and East York Community Council meeting. The Council decision can be found at:


COMMENTS

Transportation Services reviewed the feasibility of installing double-sided parking and island parking on Hiltz Avenue between Queen Street East and Dorothy Street and between Dorothy Street and Dundas Street East.

Existing Conditions
Hiltz Avenue, between Queen Street East and Dundas Street East, is a local roadway which operates two-way (northbound and southbound). The posted speed limit on Hiltz Avenue is 30 km/h, and the daily traffic volume is about 809 vehicles. The pavement width is 8.56 metres, and sidewalks are provided on both sides. The following parking regulations are currently in effect on Hiltz Avenue, between Queen Street East and Dundas Street East:

West Side
- Parking is prohibited at all times, from the 1st day to the 15th day of each month from April 1st to November 30th
- Permit parking from 12:01 a.m. to 7:00 a.m. daily, from the 16th day to the last day of each month, April 1st to November 30th and from 12:01 a.m. to 7:00 a.m. daily from December 1st of one year to March 31st of the following year

East Side
- Parking is prohibited at all times, from December 1st of one year to March 31st of the following year, and from the 16th day to the last day of each month from April 1st to November 30th
- Permit parking from 12:01 a.m. to 7:00 a.m. daily, from the first day of the month to the 15th day of the month, April 1st to November 30th

Transit service is provided on Hiltz Avenue, between Queen Street East and Dorothy Street by the "31A Greenwood" bus route.
Analysis
Transportation Services conducted site visits on Hiltz Avenue and confirmed the existing parking regulations are in accordance with the City's traffic by-law and that the roadway width is 8.56 metres. Alternate side parking is provided at various times of the year, which accommodates approximately 2.0 metres of road width. The remaining road width on Hiltz Avenue is approximately 6.56 metres, or 3.28 metres in each direction. The existing lane widths are approaching the City's minimum standards for a local roadway that operates two-way. Permitting on-street parking on both the east and west sides of Hiltz Avenue, would provide approximately 4.56 metres of total road width to accommodate unobstructed two-way traffic flow. In order to safely accommodate unobstructed two-way traffic flow, a minimum of 6 metres of road width is required.

The proposed changes to the parking regulations on Hiltz Avenue may have the following potential negative impacts:

- Sightlines between motorist and pedestrians would be reduced;
- Delivery vehicles and public service vehicles, such as garbage trucks, may occasionally block traffic flow;
- The ability to use mechanical sweepers to maintain the street at an acceptable level of cleanliness would be impacted. Street cleaning operations on this segment of Hiltz Avenue will be limited to manual cleaning only; and
- Response times by emergency service agencies could be impacted.

The above-noted concerns could be exacerbated during winter months when snow accumulates along the curb, combined with on-street parking, further narrows the unimpeded width of the road. In a two-sided parking condition, snow plow operators will be required to plow snow towards both curbs, resulting in windrows of snow against parked vehicles. Besides a narrower travel lane, this will result in vehicles pushing snow back on to the road when exiting their parking spaces. Additionally, the windrows of snow could potentially block motorists from access to their vehicle, depending on the amount of snowfall.

Island parking provides for parking, at all times, on one side of a roadway and short segments of parking on the opposite side. The parking islands would typically be 11.0 metres in length, to accommodate a maximum of two vehicles, and each island would be separated by a segment of at least 36.0 metres in which parking is prohibited. The parking islands would only be in effect during non-winter months, and available for use by permit holders on a 24-hour basis. For the most part, island parking has been implemented on streets with a one-way operation. As noted above, Hiltz Avenue does not provide sufficient roadway width to implement double-sided parking, which will also precludes the implementation of island parking.

Based on the above review, Transportation Services does not support permitting double-sided parking or island parking on Hiltz Avenue between Queen Street East and Dundas Street.
Consultation with the Toronto Transit Commission (TTC) is required to ensure that this parking proposal does not negatively impact their operation. The TTC expressed concerns with the implementation of double-sided parking and island parking on Hiltz Avenue, between Queen Street East and Dorothy Street. They advised that on roadways with a two-way operation, and where TTC operates in one direction, a minimum of 6.3 metres of roadway width is required to safely maintain unobstructed two-way traffic flow. Under the existing conditions, the roadway width allows adequate space for TTC buses to operate on Hiltz Avenue. The TTC also advises that if double-sided or island parking is implemented, the "31A Greenwood" bus would no longer be able to operate on Hiltz Avenue, between Queen Street East and Dorothy Street. In this regard the TTC would be required to find an alternate route, which may require buses to operate on adjacent roads, where they currently do not, and may make the route more costly to operate.

Councillor Paula Fletcher has been advised of the recommendations in this report.

CONTACT

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SIGNATURE

Dave Twaddle, C.E.T.
Acting Director, Transportation Services
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ATTACHMENTS

1. Drawing No. 421G-2531, dated May 2017