

Accessible Loading Zone - Matilda Street

Date: October 17, 2019
To: Toronto and East York Community Council
From: Acting Director, Traffic Management, Transportation Services
Wards: Ward 14, Toronto - Danforth

SUMMARY

This staff report is about a matter that Community Council has delegated authority to make a final decision, provided that it is not amended so that it varies with City Policy or by-laws.

Transportation Services is recommending designation of an on-street accessible loading zone on the north side of 50 Matilda Street, west of Munro Street. The establishment of an accessible loading zone will provide unimpeded curbside access for residents with accessibility needs to embark and disembark from TTC Wheel-Trans vehicles.

RECOMMENDATIONS

The Acting Director, Traffic Management, Transportation Services, recommends that:

1. Toronto and East York Community Council designate an accessible loading zone to operate at all times on the north side of Matilda Street, between a point 30.5 metres west of Munro Street and a point 12 metres further west.
2. Toronto and East York Community Council rescind the existing standing prohibition in effect at all times on the north side of Matilda Street, between a point 35 metres west of Munro Street and a point 7.5 metres further west.

FINANCIAL IMPACT

All costs associated with the necessary signage installation are included within the Transportation Services 2019 Operating Budget.

DECISION HISTORY

This report addresses a new initiative.

COMMENTS

In response to an inquiry received from a resident of Matilda Street, Traffic Operations investigated the feasibility of establishing an accessible loading zone in order to deter parking and improve curbside access for people with accessible needs.

Matilda Street is a local roadway that operates two-way traffic on a pavement width of about 6.1 metres. The daily average traffic volume is about 800 vehicles and the posted speed limit is 30 km/h. Heavy trucks are permitted at all times and TTC does not provide service on Matilda Street. Parking is provided within a lay-by on the north side of Matilda Street, between Carroll Street and Munro Street. The following parking regulations are currently in effect on this section of Matilda Street:

North Side

- Parking is allowed for a maximum period of three hours, except for a section where standing is prohibited at all times.

South Side

- Parking is prohibited at all times.

According to the TTC, there are 26 residents of a residence in Matilda Street that currently use Wheel-Trans service, of which 10 of these residents use the service on a frequent basis

On occasion, these residents have reported experiencing difficulties boarding and disembarking from private and TTC Wheel-Trans vehicles due to illegally parked vehicles. As a result, operators are forced to park on the travelled portion of the roadway and assist with boarding and disembarking activities. This not only obstructs two-way traffic flow on this section of Matilda Street, but also puts both passengers and operators at risk. In order to deter parking and ensure that passenger loading activity is conducted safely, a designated accessible loading zone was requested.

The proposed accessible loading zone can be designated and will replace the existing "No Standing Anytime" parking regulation. There will be a loss of one on-street parking space as the accessible loading zone will be slightly longer than the existing no standing area. This accessible loading zone can be used by any vehicle displaying a valid accessible parking permit while actively engaged in the pick-up or drop-off of a person with accessibility requirements.

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

CONTACT

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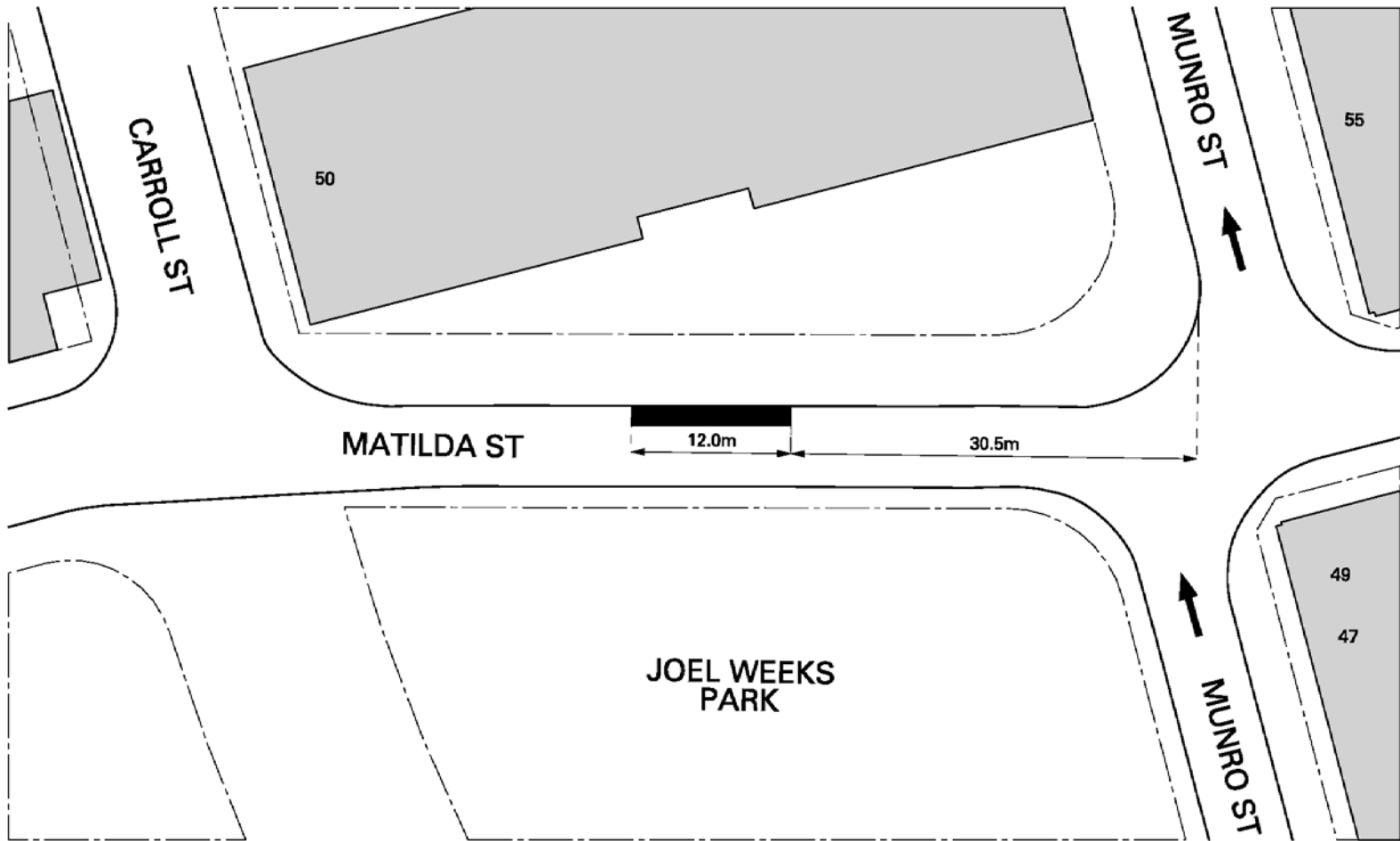
SIGNATURE

Roger Browne, M.A.Sc., P.Eng.,
Acting Director,
Traffic Management
Transportation Services

ATTACHMENTS

1. Drawing No. 42G-3555, dated October 2019

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LEGEND:



PROPOSED ACCESSIBLE LOADING ZONE

NOTE:

1. INFORMATION ON THIS PLAN IS BASED ON OFFICE RECORDS AND IS SUBJECT TO FIELD VERIFICATION.
2. ALL DIMENSIONS ARE APPROXIMATE.

MATILDA ST: PROPOSED ACCESSIBLE LOADING ZONE

