

September 27, 2005

Councillor Michael Walker
St. Paul's - Ward 22
Suite B26, City Hall,
Toronto, Ontario M5H 2N2

Dear Councillor Walker:

Re: Marmot Street – Request for two-sided parking

I refer to a September 13, 2005 e-mail from Mr. Pierre D'Aoust of your office, forwarding an August 8, 2005 letter with attached petition, regarding the above.

Marmot Street operates two-way between Soudan Avenue and Eglinton Avenue East on a pavement width of 8.6 metres and with a maximum speed limit of 40 kilometres per hour.

The alternate side parking system and the permit parking system operate on this street as noted below. Parking is prohibited on the west side of Marmot Street, at anytime from December 1 of one year to March 31 of the next following year, and from the 1st day to the 15th day of each month between April 1 to November 30. When permitted, parking is allowed by permit only, between 7:00 p.m. and 7:00 a.m., and is otherwise permitted for a maximum period of three hours.

On the east side of the street, parking is prohibited from the 16th day to the last day of each month from April 1st to November 30th. Parking when permitted is allowed by permit only, from 7:00 p.m. to 7:00 a.m., and is otherwise permitted for a maximum period of three hours. It is noted that permit parking on Marmot Street operates on a street name basis and is not part of any area.

A site inspection recently conducted by Transportation Services' staff revealed that there are approximately 21 on-street parking spaces on the west side of Marmot Street, and 18 spaces on the east side. A check of Permit Parking records revealed that of the 18 available parking permits on Marmot Street, no parking permits have been issued to residents of Marmot Street nor have any permits been requested.

With respect to the request for two-sided parking on Marmot Street, we have now completed our investigation and provide the following comments. If two-sided parking was implemented on Marmot Street it would only leave a maximum roadway width of 4.1 metres for the use of two-way traffic. This would leave approximately 2.0 metres of width for each lane of traffic. A lane width of this amount would make it difficult for two automobiles to safely pass simultaneously with vehicles parked on both sides of the roadway and it would be virtually impossible to complete this movement involving a larger vehicle. Further, during and after a heavy snowstorm any existing operational problems would be further exacerbated due to a reduced road width and a loss of clear curb space to store snow during ploughing operations.

Although there are locations throughout the City of Toronto where two-sided parking is permitted on streets of the same width, (Banff Road, which is located one block to the east, is an example) it is not something that Transportation Services can support from a traffic safety point of view. I note that during our investigation, we drove down Banff Road and saw a sanitation truck that was completely blocking the flow of traffic in both

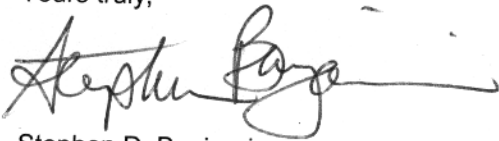


directions while stopped between two parked vehicles. I note that our minimum requirement for lane width is 3.0 metres and that the Fire Department requires a minimum width of 6.0 metres of open space in order to allow them to set up the outriggers on their ladder trucks.

A check of the Toronto Police Service collision records over a three-year period between March 31, 2002 and March 31, 2005, revealed no reported collisions on either Marmot Street or Banff Road where roadway width could be considered as a contributing factor.

In conclusion, allowing two-sided parking on Marmot Street is not something that we can recommend. Further, considering the fact that the forwarded petition from the residents of Marmot Street represents only 19% of the households on the roadway, there is no evidence indicating that an implementation of this nature is what the majority of the residents are interested in pursuing. Finally, as not one resident of Marmot Street has applied for an overnight on-street parking permit, there is no shortage of on-street parking to accommodate the residents.

Yours truly,

A handwritten signature in black ink, appearing to read "Stephen Benjamin", with a long horizontal flourish extending to the right.

Stephen D. Benjamin
Manager-Traffic Operations
Toronto and East York District, West

RHH/rhh