

### **33<sup>rd</sup> Street Corridor Study Summary**

At its Regular Business Meeting held on January 21, 2013, City Council adopted the phased recommendations at improving the flow of traffic on 33<sup>rd</sup> Street West. The first phase recommendations were:

- Restrict parking between Avenue B and Avenue D during AM for eastbound and PM for westbound traffic;
- Restrict left turning movements at Avenue B and Avenue C from 7:00 a.m. to 9:00 a.m. for eastbound traffic and from 4:00 p.m. and 6:00 p.m. for westbound traffic; and
- Improve Pedestrian safety at Avenue K with installation of an Active Pedestrian Corridor.

The second phase recommendations were to occur after additional public consultation with the Mayfair and Caswell Hill communities and included:

- Restrict parking between Avenue F to Confederation from 7:00 a.m. to 9:00 a.m. for eastbound traffic and from 4:00 p.m. to 6:00 p.m. for westbound traffic;
- Restrict left turning movement for eastbound and westbound traffic at Avenue D with the placement of right in/right out islands;
- Improve pedestrian safety at Avenue C and Avenue D with installation of Active Pedestrian Corridor devices.

At its Regular Business Meeting held on May 5, 2014, City Council passed a motion that the proposed changes outlined below be reevaluated after the public consultation process has been completed with all neighbourhoods impacted along the 33<sup>rd</sup> Street Corridor:

- Two-hour parking restrictions along 33<sup>rd</sup> Street from Avenue B to Avenue D, to accommodate sufficient parking turnover for the businesses on 33<sup>rd</sup> Street West.
- Implementation of left-turn restrictions along 33<sup>rd</sup> Street West, Monday through Friday, at Avenue B and C eastbound during the morning peak hours of 7:00 a.m. to 9:00 a.m. and westbound during the evening peak hours of 4:00 p.m. to 6:00 p.m. In order to increase pedestrian safety, pedestrian pavement markings and signage will be enhanced along 33<sup>rd</sup> Street West, from Avenue B to E.

The Administration completed a corridor study of 33<sup>rd</sup> Street West, west of Idylwyld Drive, to resolve the existing traffic issues along the corridor. The study limits were between Idylwyld Drive and Confederation Drive. The completed study included a number of recommendations to improve the level of safety for all road users including pedestrians, cyclists, and motorists. The plan was developed in consultation with the community.

At its Regular Business Meeting held on October 26, 2015, City Council received the 33<sup>rd</sup> Street – Boulevard Removal – Parking and Traffic Operations report and resolved, in part:

- “4. That the Administration provide a report regarding implementation of the following:

- a. Designation of 33<sup>rd</sup> Street as a minor arterial corridor (not major);
- b. Single lane traffic from the furthest west corner of Avenue B to Avenue G;
- c. Parking limits of two hours from the furthest west corner of Avenue B to Avenue G, and up to the alleys north and south of 33<sup>rd</sup> Street; and
- d. Pedestrian bulbing/curb extensions from the furthest west corner of Avenue B to Avenue G with each intersection having two bulbs (one on the north and one on the south side of 33<sup>rd</sup> Street) at designated crossing areas in consultation with the Business Improvement District and the City's Traffic Division."

At its Regular Business Meeting held on January 25, 2016, City Council received the 33<sup>rd</sup> Street – Boulevard Removal – Parking and Traffic Operations report and resolved:

- "1. That the detailed recommendations for the 33<sup>rd</sup> Street Corridor be added to the recommendations from the 33<sup>rd</sup> Street Corridor Study and together be adopted as the framework for future traffic improvements along 33<sup>rd</sup> Street, to be undertaken as funding is made available through the annual budget process; and
2. That the Administration, in consultation with the two adjoining Community Associations and the 33<sup>rd</sup> Street Business Improvement District, report back in November 2017 after installation of the bollards. "

At its Regular Business Meeting held on December 5, 2017, the Standing Policy Committee on Transportation received the 33<sup>rd</sup> Street – Boulevard Removal – Parking and Traffic Operations Update and resolved that the report be received as information.