



RE: PW25.12

Curbside Management Strategy

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PRESENTATION OVERVIEW

1. Curbside Study Area
2. Study Goals and Application
3. Curbside Principles and Policies
4. Corridor Functions and Types
5. Implementation Plan: Quick, Short and Medium Term Initiatives

STUDY AREA BOUNDARY



STUDY GOALS AND APPLICATION

Goals

- Manage congestion.
- Curbside activity that supports economic activity.
- Meet stakeholder needs for various curbside functions while respecting corridor type and alignment with existing City plans and policies.

Application

The Curbside Management Strategy (CMS) is a comprehensive high-level policy approach and implementation plan to drive the consideration of change in the allocation and mix of curbside usage.

OVERVIEW

The CMS project consisted of these main tasks:

1. Looking at existing and future conditions
2. Best practices from over 20 cities
3. Strategy development and assessment framework
4. Two rounds of stakeholder engagement
5. Recommended policy approach and implementation plan

CURBSIDE PRINCIPLES

Mobility Matters

- Manage general congestion
- Minimize curbside use on surface transit corridors
- Reduce curbside use at peak periods
- Encourage off-street curbside use






Safe and Reliable Access

- Road user safety is paramount
- The right of way serves different roles at different times

Communicate Value to All

- Simple solutions are desired
- The curbside is a scarce resource - user fees to be applied, where appropriate
- Transparent and accountable decisions are necessary

CURBSIDE FUNCTIONS

CURBSIDE FUNCTION	PROFILE	DESIGN OBJECTIVES	CURBSIDE FUNCTION	PROFILE	DESIGN OBJECTIVES
 Movement	<ul style="list-style-type: none"> • Motorists • Cyclists • Public Transit • Emergency Services 	<ul style="list-style-type: none"> • Reliable and predictable travel times across the road network • Eliminate peak period lane obstructions • Prioritize safe movement of all road users (e.g. motorists, cyclists, transit riders, etc.) 	 Parking	<ul style="list-style-type: none"> • Motorists • APP • Business Owners • Filming 	<ul style="list-style-type: none"> • Provide short-term on-street parking in close proximity to destinations • Manage turn-over and availability • Complement short-term on-street parking with nearby off-street lots for longer-term parking
 Access for Business	<ul style="list-style-type: none"> • Couriers / Goods Delivery • Business Owners 	<ul style="list-style-type: none"> • Provide designated loading/delivery areas in close proximity to businesses 	 Activation	<ul style="list-style-type: none"> • Business Owners • Pedestrians 	<ul style="list-style-type: none"> • Provide seasonal space for placemaking, such as patios, parklets, bike corrals, etc. • Provide temporary curbside allowances for staging of production vehicles
 Access for People	<ul style="list-style-type: none"> • Public Transit • Motorists • APP • Taxis • Business Owners • Motor Coaches 	<ul style="list-style-type: none"> • Provide dedicated space for vehicles to pick-up/drop-off passengers • Provide unimpeded access to transit stops 			

HIERARCHY OF CURBSIDE FUNCTION BY CORRIDOR TYPE

- Streets will change corridor type depending on time of day / week / year.
- Also, streets like Adelaide Street will change function from block to block, including areas to accommodate goods delivery for key office complexes.

CORRIDOR TYPES

HIERARCHY OF CURBSIDE FUNCTION

SURFACE TRANSIT PRIORITY

Streets where surface transit routes with high ridership operate in mixed traffic and require curbside access to load/unload passengers.

EXAMPLE STREETS IN STUDY AREA

- King St (Peak Periods)
- Queen St (Peak Periods)
- Bay St (Peak Periods)



ARTERIAL

Streets whose primary purpose is to move high volumes of vehicular traffic.

EXAMPLE STREETS IN STUDY AREA

- University Ave (Peak Periods)
- Lake Shore Blvd (Peak Periods)
- Jarvis St (Peak Periods)



CYCLING

Streets that are key to the cycling network with high cycling modal share, often with designated cycling facilities installed.

EXAMPLE STREETS IN STUDY AREA

- Richmond St (All Day)
- Adelaide St (All Day)
- Simcoe St (All Day)

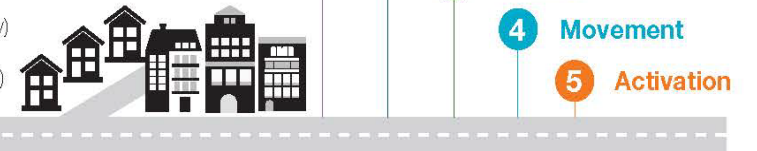


MIXED-USE ACCESS

Streets that provide access to adjacent commercial and residential properties, off the main streets.

EXAMPLE STREETS IN STUDY AREA

- Portland St (All Day)
- Pearl St (All Day)
- Widmer St (All Day)



MIXED-USE MAIN STREET





Main streets that support a wide range of adjacent ground-level retail and commercial land uses.

EXAMPLE STREETS IN STUDY AREA




- Yonge St (All Day)
- Queen St (Off-Peak Periods)
- Adelaide St (Off-Peak Periods)






IMPLEMENTATION - QUICK WINS

USER	TACTIC
	<ul style="list-style-type: none">• Undertake a pilot to allow taxi waiting areas at fire hydrants (January TEYCC)• Facilitate taxi patron drop-off areas
	<ul style="list-style-type: none">• Formally regulate existing 'advisory' courier loading zones to Designated Delivery Vehicle Parking Zones (January TEYCC)
	<ul style="list-style-type: none">• Formally regulate existing 'advisory' motorcycle and scooter parking areas in pay-and-display zones (January TEYCC)
	<ul style="list-style-type: none">• Partner with the FDBIA to undertake a pilot permitting system to control unique loading circumstances in high demand locations (i.e., First Canadian Place and Scotia Plaza loading elevators)
VARIOUS	<ul style="list-style-type: none">• Explore automated parking enforcement methods, including seeking authority from the Province for automated enforcement.





IMPLEMENTATION - SHORT TERM (0-2 YEARS)

USER	TACTIC	THEME
	<ul style="list-style-type: none">Support the expanded use of off-peak deliveries by building on the success of the Toronto 2015 Pan Am/Parapan Am Games experience.	Reduce Use
VARIOUS	<ul style="list-style-type: none">Improve sign legibility and user friendliness, including undertaking a pilot project to present parking regulations as a graphic on a sign.	Effectiveness
	<ul style="list-style-type: none">Provide supportive information to couriers and other service delivery vehicles to guide where and where not to park.	Effectiveness
	<ul style="list-style-type: none">Implement messaging that communicates alternative off-street parking locations and rates	Reduce Use

IMPLEMENTATION - SHORT TERM (0-2 YEARS)

USER	TACTIC	THEME
	<ul style="list-style-type: none"> Improving communication, monitoring and enforcement of motor coach parking and loading zones. 	Effectiveness
	<ul style="list-style-type: none"> Explore changes to commercial laneways to support off-street loading and deliveries in key areas. Partner with Downtown Yonge BIA to improve effectiveness of laneways for loading and deliveries. 	Reduce Use
	<ul style="list-style-type: none"> Continue to explore concerns relating to the enforcement and use of accessible permits, as per Executive Committee and Toronto Police Services Board Recommendations. http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.20 Explore curbside needs of Accessibility Community by reviewing the availability of pick-up / drop-off and accessible parking locations for the disabled. 	Effectiveness Accessibility Needs
VARIOUS	<ul style="list-style-type: none"> Develop a Freight and Goods Movement Strategy 	Efficiency

IMPLEMENTATION - MEDIUM TERM (3-5 YEARS)

USER	TACTIC	THEME
	<ul style="list-style-type: none"> Explore a courier/delivery vehicle permit system 	Value
	<ul style="list-style-type: none"> Explore variable pricing options. 	Value
	<ul style="list-style-type: none"> Rationalize and /or introduce new designated motor coach pick-up/drop-off and parking zones locations in high demand areas. 	Equitable User Priority
	<ul style="list-style-type: none"> Rationalize and introduce new taxicab stands, where necessary. 	Appropriate Street Use
VARIOUS	<ul style="list-style-type: none"> Advance automated parking enforcement methods. 	Effectiveness



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