

Curbside Management Strategy - Parking Amendments – Non-Delegated Locations

Date: January 15, 2018
To: Toronto and East York Community Council
From: Acting Director, Transportation Infrastructure Management
Wards: Ward 20 - Trinity-Spadina
Ward 27 - Toronto Centre-Rosedale
Ward 28 - Toronto Centre-Rosedale

SUMMARY

City Council, at its meeting of December 5, 6, 7 and 8, 2017 adopted the Public Works and Infrastructure Committee Item PW25.12 entitled, "Curbside Management Strategy: Improving How Curbside Space Is Used." In so doing, Council approved a number of priority 'Quick Win' tactics to be initiated as soon as practicable.

The purpose of this report is to outline the non-delegated traffic and parking by-law amendments required to initiate three of these 'Quick Wins', as follows:

- Allowing taxicab operators to park or stand at specific designated hydrant locations;
- converting existing 'advisory' courier loading zones to designated delivery vehicle parking zones; and
- installing on-street designated motorcycle parking zones in specific designated pay-and-display areas.

A companion report, "Curbside Management Strategy - Parking Amendments – Delegated Locations", outlines the required delegated traffic and parking by-law amendments for further locations of specific designated taxicab stand areas, delivery vehicle parking zones and motorcycle parking zones.

RECOMMENDATIONS

The Acting Director, Transportation Infrastructure Management, recommends that:

1. City Council approve the designation of delivery vehicle parking zones and associated required traffic and parking by-law amendments, as described in Attachment 1 of this report (January 15, 2017).
2. City Council approve the designation of taxi stands at fire hydrants as described in Attachment 2 of this report (January 15, 2017).
3. City Council approve the addition of designated motorcycle parking zones for the exclusive use of motorcycles between April 1 and October 31, inclusive, of each year as described in Attachment 3 of this report (January 15, 2017).
4. City Council amend section 910-6.3C of Chapter 910, Parking Machines and Meters, by adding the phrase "and the maximum parking periods set out in Schedule IV shall apply to a person parking a motorcycle in any parking space designated for motorcycle parking at the side and between the limits set out in Schedule IV at the end of this chapter between April 1 and October 31, inclusive, of each year."
5. City Council amend section 910-17.1C of Chapter 910, Parking Machines and Meters by adding the phrase "and the maximum parking periods set out in Schedule IV shall apply to a person parking a motorcycle in any parking space designated for motorcycle parking at the side and between the limits set out in Schedule IV at the end of this chapter between April 1 and October 31, inclusive, of each year."
6. City Council amend section 910-9 of Chapter 910, Parking Machines and Meters, by adding a new subsection E as follows:
 - E. Despite any other provision of the Municipal Code or any other City of Toronto By-law, the maximum parking period set out in Schedule IV to this chapter, where greater than 3 hours, shall supercede the general three-hour maximum parking period found in Chapter 950, Traffic and Parking, and any other by-laws for a person parking a motorcycle in any parking space designated for motorcycle parking at the side and between the limits set out in Schedule IV at the end of this chapter between April 1 and October 31, inclusive, of each year.

FINANCIAL IMPACT

The cost of the regulatory parking signs necessary to delineate the on-street locations associated with the designation of the delivery vehicle parking zones, taxi stands at fire hydrants, and motorcycle parking zones can be accommodated within Transportation Services' 2018 Operating Budget.

DECISION HISTORY

City Council, at its meeting of December 5, 6 and 7, 2017 adopted the Public Works and Infrastructure Committee Item PW25.12 entitled, "Curbside Management Strategy: Improving How Curbside Space Is Used." As part of this report, City Council approved a series of 'Quick Wins'.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PW25.12>

COMMENTS

Curbside Management Strategy

First identified as a part of the Congestion Management Plan, the objective of the Curbside Management Strategy (CMS) is to provide the strategies and tools necessary to effectively manage curbside space in a way that supports mobility and access for people and goods. Particularly in the Downtown core, it is critical to prioritize curbside uses that supports the robust economic activity of the area while effectively managing related impacts on traffic movement.

The Curbside Management Strategy includes a series of priority 'Quick Win' tactics to be initiated as soon as practicable. This report provides traffic and parking by-law amendments required to initiate three of these 'Quick Wins'.

Designated Delivery Vehicle Parking Zones

In the past, access to the curb for courier deliveries was facilitated through the creation of 'advisory' courier loading zones. While this did assist couriers and increase awareness to others that this was an area dedicated to courier trucks, use of this space by non-courier vehicles was frequent as such a use of these zones was not prohibited under by-laws and therefore the advisory use could not be enforced.

To address this issue, the Curbside Management Strategy, as adopted by Council, authorizes the conversion of existing 'advisory' courier loading zones to designated delivery vehicle parking zones.

This enforceable designated curbside space, for a noted 20-minute period, will allow couriers and other delivery vehicles to quickly and conveniently deliver or pick-up packages and other goods. Once in place, these zones would operate in accordance with adjacent posted time and/or day regulations (i.e., rush periods).

Overall the pilot will provide thirty-one (31) locations, twenty-nine (29) of which are fully delegated to Toronto and East York Community Council and two (2) of which are non-delegated and will require approval by Council. The site-specific by-law amendments required to designate two (2) delivery vehicle parking zones locations, including adjustments to the limits of the traffic and parking regulations at those locations, is detailed in Attachment 1 of this report.

Stands for Taxicabs at Hydrants

As approved by Council, the 'Stands for Taxicabs at Hydrants Pilot' creates, on a pilot basis, additional taxicab stands by utilizing the 3 metres of curb space on either side of a hydrant that is otherwise a 'No Parking Anytime' area.

The pilot will allow taxicab operators to park or stand at hydrant locations, marked by an authorized sign, to wait for hire or engagement provided they remain with their vehicle at all times and vacate the spot when required upon the request of Toronto Fire Services or other authorized officials (i.e., Toronto Water or Transportation Services officials, a municipal law enforcement officer, police officer, or police cadet). In support of this requirement, new administrative penalties (i.e., \$100) were also approved to apply to those taxicab operators that do not abide by these conditions.

Overall the pilot will provide eighteen (18) locations, twelve (12) of which are fully delegated to Toronto and East York Community Council and six (6) of which are non-delegated and will require approval by Council.

The six (6) non-delegated locations that have been selected for the pilot have been field-checked, deemed to be suitable, and are expected to operate in accordance with posted rush period and other regulations, similar to how other taxicab stands operate. Alternative locations were excluded on the basis of proximity to street corners, driveways and entrances, existing 'No Stopping anytime' areas or due to locations on busy corridors.

All locations will be marked with a single authorized sign (illustrated below) on a pole in the vicinity of the hydrant. Toronto Fire Services have been consulted and support the six (6) non-delegated locations.

Figure 1 - Stands for Taxicabs at Hydrants Sign



The site-specific by-law amendments required to implement the stands for taxicabs at hydrants at various locations are detailed in Attachment 2 of this report.

Motorcycle Parking Zones

In the fall of 2014, Transportation Services and the Toronto Parking Authority (TPA), following the 2013 Council recommendation to create designated motorcycle parking space on a pilot basis, created designated motorcycle and scooter parking spaces in the City's downtown area. The purpose of the Motorcycle Parking Pilot Project was to provide safe, convenient parking and encourage motorcyclists to park legally on city streets within the pay-and-display areas in a controlled fashion to maximize available parking.

As part of the City's Curbside Management Strategy, adopted by Council on December 5, 6, 7 and 8, 2017, designated motorcycle parking zones can now be regulated and enforced between the period of April 1 and October 31, inclusive, of each year.

As part of the previous pilot project, thirty-six (36) zones were established using advisory signage to designate the zones in the downtown area. Of those thirty-six (36) zones, twenty-four (24) were heavily used, and are being recommended as designated motorcycle parking zones which will facilitate approximately 253 motorcycle parking spots in the downtown area.

Of these twenty-four (24) recommended zones, three (3) are non-delegated locations and the subject of this report, with the proposed amendments as Attachment 3. The other twenty-one (21) delegated locations are proposed as part of the companion report.

Vehicles displaying an Accessible Parking Permit (APP), are not exempted from the prohibitions on parking for the parking zones designated for motorcycles. This aims to ensure that sufficient parking is always available for motorcyclists during the regulated period.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Designated Delivery Vehicle Parking Zones - Amendments to Parking Regulations
Attachment 2: Taxi Stands at Fire Hydrants - Amendments to Parking Regulations
Attachment 3: Motorcycle Parking Zones - Amendments to Parking Regulations

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Attachment 1: Designated Delivery Vehicle Parking Zones - Amendments to Parking Regulations

Insert to Chapter 950, Traffic and Parking, Schedule IX, Delivery Vehicle Parking Zones

Highway	Side	Location	Times and/or Days	Maximum Period Permitted
Adelaide Street West	North	Between a point 17.5 metres east of York Street and a point 27 metres further east	10:00 a.m. to 3:00 p.m., Mon. to Fri., except public holidays	20 mins.
Scott Street	East	Between a point 14 metres north of The Esplanade and a point 22 metres further north	Anytime	20 mins.

Delete from Chapter 950, Traffic and Parking, Schedule XIII, No Parking

Highway	Side	Between	Prohibited Times and/or Days
Adelaide Street West [Added 2015-07-09 by By-law No. 817-2015]	North	Simcoe Street and Yonge Street	Anytime
Scott Street	East	The Esplanade and Scott Lane	Anytime

Insert to Chapter 950, Traffic and Parking, Schedule XIII, No Parking

Highway	Side	Between	Prohibited Times and/or Days
Adelaide Street West	North	Simcoe Street and a point 17.5 metres east of York Street	Anytime

Highway	Side	Between	Prohibited Times and/or Days
Adelaide Street West	North	A point 17.5 metres east of York Street and a point 27 metres east	7:00 p.m. to 7:00 a.m., Mon. to Fri.; Anytime Sat., Sun. and public holidays.
Adelaide Street West	North	A point 44.5 metres east of York Street and Yonge Street	Anytime
Scott Street	East	A point 36 metres north of The Esplanade and Scott Lane	Anytime

Insert to Chapter 950, Traffic and Parking, Schedule XV, Parking for Restricted Periods

Highway	Side	Between	Times and/or Days	Maximum Period Permitted
Adelaide Street West	North	A point 17.5 metres east of York Street and a point 27 metres further east	10:00 a.m. to 3:00 p.m., Mon. to Fri. ., except public holidays	20 mins. (delivery vehicle parking zone)
Scott Street	East	A point 14 metres north of The Esplanade and a point 22 metres further north	Anytime	20 mins. (delivery vehicle parking zone)

Delete from Chapter 950, Traffic and Parking, Schedule XVI, No Standing

Highway	Side	Between	Prohibited Times and/or Days
Adelaide Street West [Added 2013- 07-19 by By-law No. 1040-2013]	North	University Avenue and a point 84 metres west of Sheppard Street	11:30 a.m. to 1:30 p.m. Mon. to Fri., except public holidays

Insert to Chapter 950, Traffic and Parking, Schedule XVI, No Standing

Highway	Side	Between	Prohibited Times and/or Days
Adelaide Street West	North	University Avenue and a point 17.5 metres east of York Street.	11:30 a.m. to 1:30 p.m. Mon. to Fri., except public holidays
Adelaide Street West	North	A point 44.5 metres east of York Street and a point 84 metres west of Sheppard Street	11:30 a.m. to 1:30 p.m. Mon. to Fri., except public holidays

Attachment 2: Taxi Stands at Fire Hydrants - Amendments to Parking Regulations

Insert to Chapter 950, Traffic and Parking, Schedule V, Stands for Taxicabs

Highway	Side	Location	Number of Taxicabs	Times and/or Days
Front Street West	South	Between a point 80 metres west of Simcoe Street and a point 6 metres further west	1	Anytime, except 7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Front Street West	South	Between a point 112 metres east of Bay Street and a point 6 metres further east	1	Anytime
University Avenue	East	Between a point 99 metres south of Armoury Street and a point 6 metres further south	1	Anytime, except 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
University Avenue	East	Between a point 89 metres north of Armoury Street and a point 6 metres further north	1	Anytime, except 7:30 a.m. to 9:30 a.m. and 3:30 p.m. to 6:30 p.m., Mon. to Fri., except public holidays
Wellington Street East	South	Between a point 32.5 metres west of Church Street and a point 6 metres further west	1	Anytime, except 7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays
Wellington Street East	South	Between a point 49.5 metres east of Scott Street and a point 6 metres further east	1	Anytime, except 7:30 a.m. to 9:30 a.m., Mon. to Fri., except public holidays

Attachment 3: Motorcycle Parking Zones - Amendments to Parking Regulations

Insert to Chapter 910, Parking Machines and Meters, Schedule IV, Parking Machine Locations Designated as Motorcycle Parking Zones

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period)
Peter Street	West	A point 37.5 metres south of Richmond Street West and a point 11.0 metres further south	8:00 a.m. to 6:00 p.m. Mon. to Sat. and 6:00 p.m. to 12:00 a.m. Mon. to Sat.; 1:00 p.m. to 12:00 a.m. Sun.; between April 1 to October 31, inclusive	\$0.00	No Limit Between April 1 to October 31, inclusive
Scott Street	East	A point 12.5 metres south of Front Street East and a point 11.0 metres further south	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.; between April 1 to October 31, inclusive	\$0.00	No Limit Between April 1 to October 31, inclusive

Highway	Side Parking	Between	Hours (daily as indicated below)	Fee/Time Limit	Maximum Parking Period)
Scott Street	West	A point 15 metres south of Front Street East and a point 11.0 metres further south	8:00 a.m. to 9:00 p.m., Mon. to Sat.; 1:00 p.m. to 9:00 p.m. Sun.; between April 1 to October 31, inclusive	\$0.00	No Limit Between April 1 to October 31, inclusive