



Designing Cities 2019: Toronto

Planning to Deliver

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PRESENTATION OVERVIEW

1. Curbside Conflicts
2. Curbside Stakeholders / Users
3. Curbside Management Strategy – Study Area, Goals & Corridor Functions
4. Commercial Delivery Vehicles / Couriers
5. Strategies Related to Delivery Vehicles / Couriers

CURBSIDE CONFLICTS



Curbside demand from users such as motor coaches, taxis, Wheel-Trans (accessible transit), and other vehicles

CURBSIDE CONFLICTS



Delivery truck, TTC streetcar, cyclist, driving vehicles, and parked vehicles all desire curbside use

CURBSIDE CONFLICTS



Couriers illegally parked blocking transit stops



Delivery truck, mobility impaired pedestrian and cyclist competing for curbside space

Curbside Stakeholder / Users



Drivers & parked cars
(including ride hailing)



Cyclists (including cycle parking)



Pedestrians



Couriers and goods movement
(including security deliveries & mobile services)



Local businesses



Taxis



Food trucks



Car Sharing



Transit (including vehicles & riders)



Wheel-Trans



Motor coaches



Accessible parking



Hotels



Emergency services

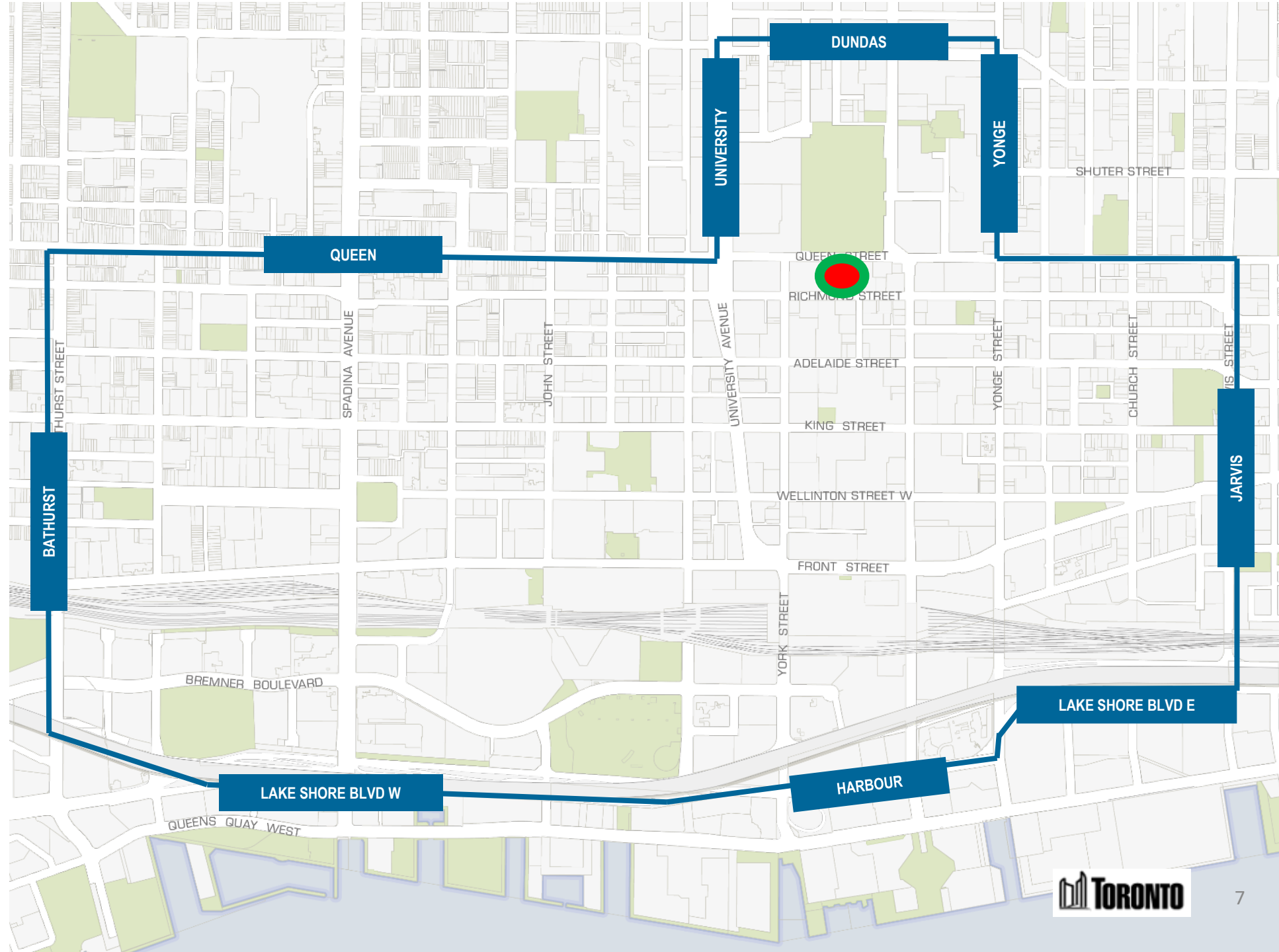


TV/movie filming

CURBSIDE STUDY AREA BOUNDARY



You are Here /
Sheraton Centre



STUDY GOALS AND APPLICATION

Goals

- Manage congestion.
- Curbside solutions 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.

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

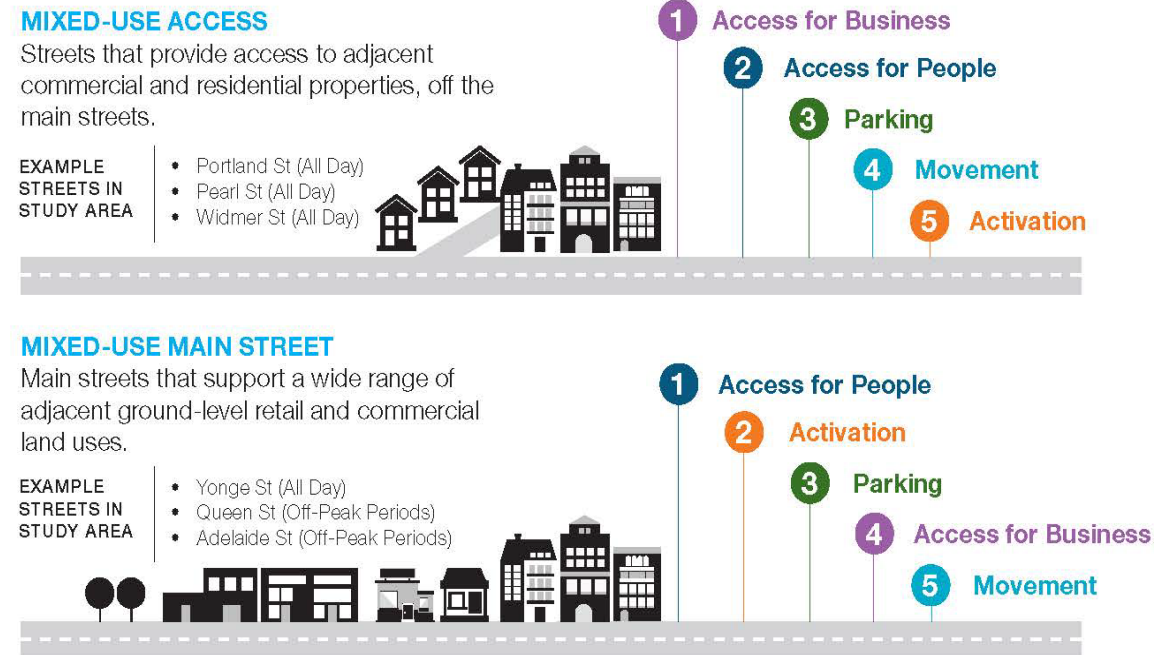
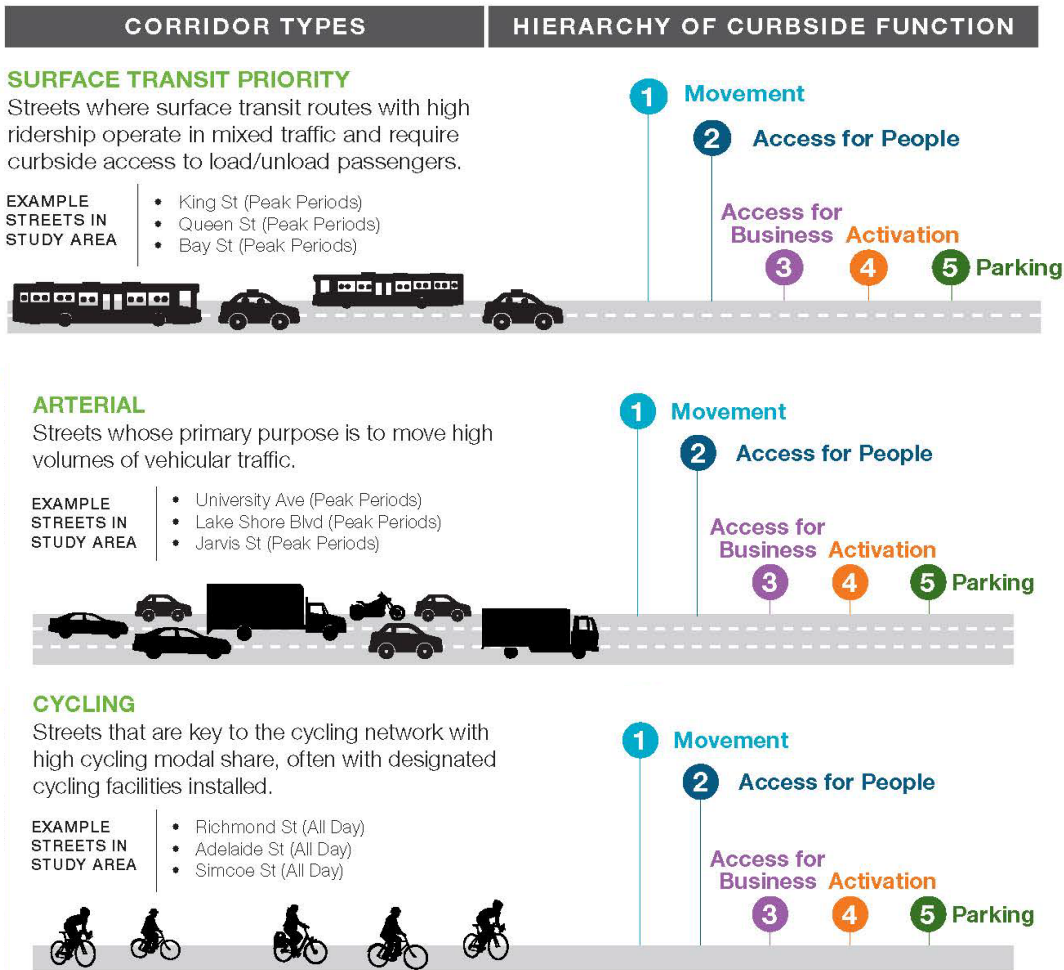
- Simple solutions are desired
- The curbside is a scarce resource - user fees to be applied, where appropriate
- Transparent and accountable decisions are necessary

CURBSIDE FUNCTIONS

| CURBSIDE FUNCTION | PROFILE | DESIGN OBJECTIVES | CURBSIDE FUNCTION | PROFILE | DESIGN OBJECTIVES |
|--|---|---|---|--|---|
|  <p>Movement</p> | <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.) |  <p>Parking</p> | <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 |
|  <p>Access for Business</p> | <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 |  <p>Activation</p> | <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 |
|  <p>Access for People</p> | <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.



Commercial Delivery Vehicles / Couriers



Desire





- Want curbside space for loading/unloading of goods in close proximity to their destination.
- Not willing to park further than 250 metres from their destination.

Challenges

- Congestion, inadequate docking space, inadequate cub space for commercial vehicles.
- Designated spaces are useful but are often filled with other users, such as Accessible Parking Permit (APP) holders or other parked vehicles.
- Overnight delivery is not a workable solution for the courier industry, though may work for delivery of other goods.



CURBSIDE STRATEGIES – DELIVERY VEHICLES / COURIERS

| USER | TACTIC |
|---|--|
|  | <ul style="list-style-type: none"> Formally regulate existing 'advisory' courier loading zones to Designated Delivery Vehicle Parking Zones implemented |
|  | <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) - underway |
|  | <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. – being explore through Freight and Goods Movement Strategy |
|  | <ul style="list-style-type: none"> Provide supportive information to couriers and other service delivery vehicles to guide where and where not to park. - initiating in 2020 |

CURBSIDE STRATEGIES – DELIVERY VEHICLES / COURIERS

| USER | TACTIC |
|---|---|
|  | <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. – will be explored in 2020/21 |
|  | <ul style="list-style-type: none"> Explore a courier/delivery vehicle permit system - initiating in 2020/21 |
|  | <ul style="list-style-type: none"> Explore metered commercial parking loading zones - initiating in 2022 |
| VARIOUS | <ul style="list-style-type: none"> Develop a Freight and Goods Movement Strategy - Study initiated; Council approval in fall of 2020 |

Thank You !



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