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**City of Toronto:
Curbside Management Challenges**

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Challenges and Opportunities for the City

Improve Mobility

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

Provide Safe and Reliable Access

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

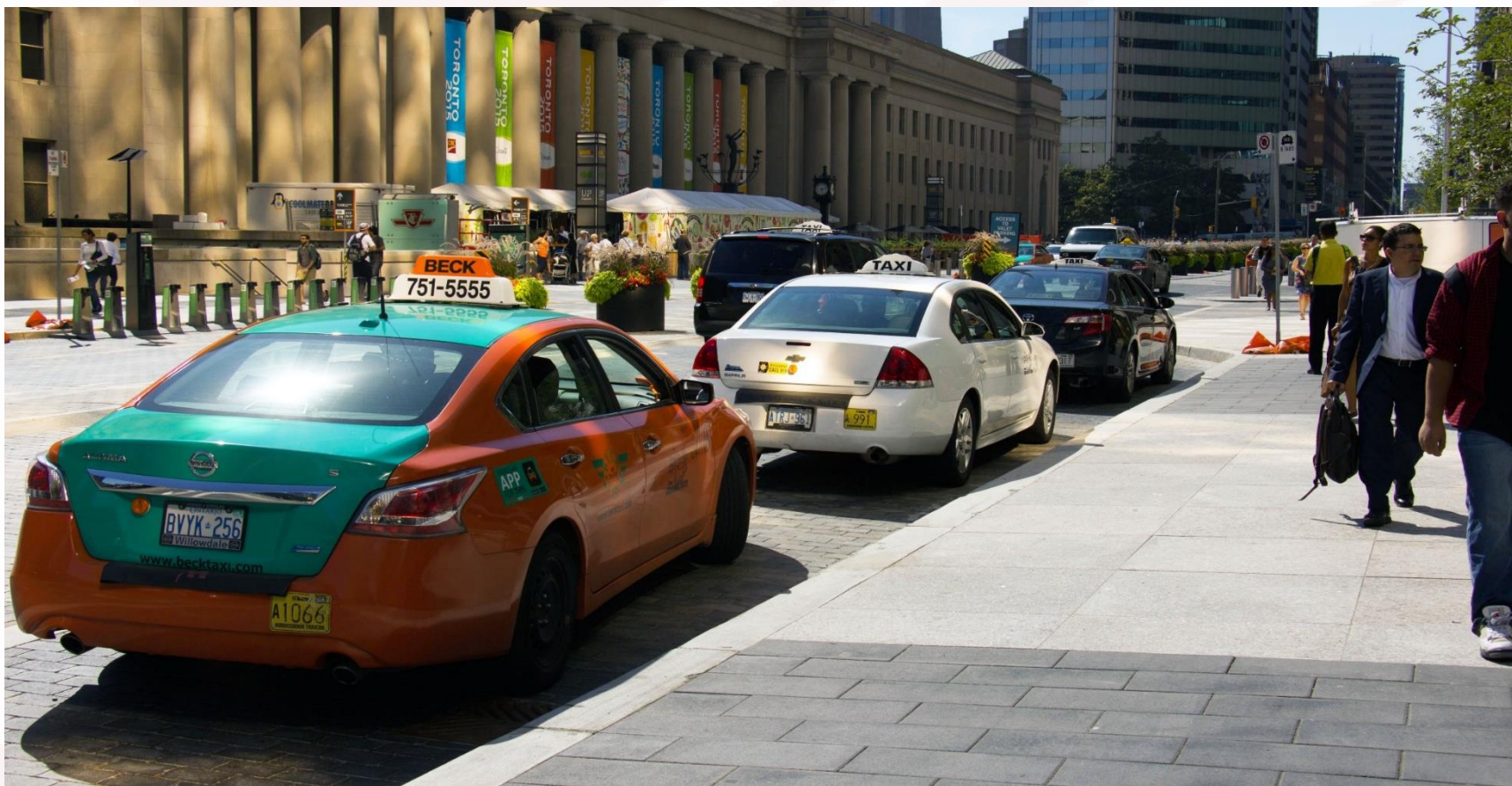
Communicate Value to All Users

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



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Improve upon the efficiency and effectiveness of curbside space allocation and usage for all parking and loading activity, and to manage related congestion in the city.





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CURBSIDE USERS



Drivers & parked vehicles



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



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CURBSIDE CONFLICTS



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



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CURBSIDE CONFLICTS



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

Couriers/Delivery Vehicles

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.



Accessible Parking

Desire

- Convenient access to dedicated curbspace to pick-up/drop-off mobility impaired individuals.
- Continued free on-street parking for Accessible Parking Permit (APP) holders.



Challenges

- Convenient access to the curb to pick-up/drop-off mobility-impaired impacted by significant curbside utilization, including cycling facilities.
- Dedicated accessible loading zones unavailable – used by others.
- APP holders have free parking in 'No Parking' and pay-and-display areas.
- Illegal use of Accessible Parking Permit is rampant – enforcement problematic.

“It's abuse of something that's very, very important – something that's an integral part of our lives.”
- Rod Lighthart, accessible parking user



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Taxis

Desire

- Want curbside space to idle and park while awaiting future passengers.
- Need curbside space to load /unload passengers – looking for dedicated space.



Challenges

- Reduction in parking/loading supply to accommodate other uses.
- Dedicated/separated bike lanes taking away stopping/loading opportunities.
- Lane reductions or blockages (preventing them from loading opportunities).



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Drivers and Parked Vehicles

Desire

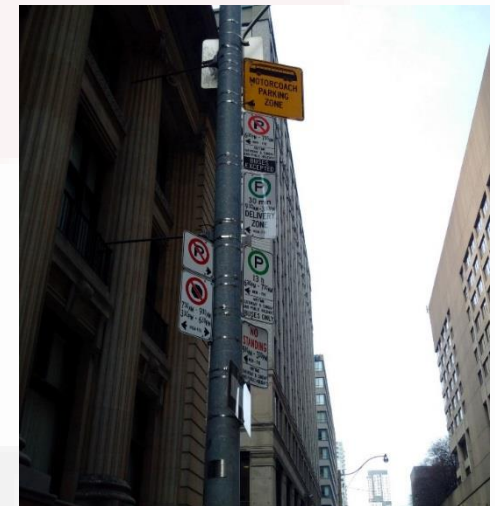
- Want to have reliable and predictable travel times across the road network.
- Want curbside space for parking to visit businesses, residents.
- Motorists want convenient parking within 500 metres of their destination.



Challenges

- Insufficient curbside parking space conveniently located.
- For some parking costs are too high.
- Less confusing parking signage – when signage regulations unclear unwanted ticketing occurs and circling by cars.

Unclear Signage





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Cyclists

Desire

- Want curbside space for exclusive cycling facilities separated from vehicles, either by cycle tracks (bollard/posts) or in painted/hatched out areas.
- Cycling advocates and the City want to increase the cycling mode share.
- There is a desire for increased enforcement.



Challenges

- Cars, couriers, and taxis frequently stop or park in cycling facilities and create potentially un-safe situations.
- Dedication of curbside space to other users provides and impediment to the expansion of cycling facilities.





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Motor Coaches

Desire

- Want designated curbside space for loading/unloading passengers in close proximity to the venues, as well as temporary parking for a few hours.



Challenges

- Confusion as to where motor coaches are allowed to operate.
- Designated areas occupied by others.
- Reduction in parking/loading areas – repurposed for other uses.
- Relocation of existing spaces to less desirable areas.





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Thank You !