

C-4

PRESENTED TO
THE BOARD

MAY 28 2014

Tuesday, June 27, 2014

To: The Chair and Members of the Toronto Transit Commission

From: Howard Moscoe

Re: New Business Item 9(c); Delivery Vehicles Obstructing Transit Routes

I support Commissioner Heisey's initiative but I fear that without a long term plan for road management in the City of Toronto it will be akin to putting a band aid on a wounded arm that is laced with gangrene and about to fall off. It is symptomatic of the fact that Toronto street management policies are an accumulation of ad hoc adjustments, one off pressures and outmoded policies that they are creating more congestion than they are resolving. The arm is about to fall off due the accumulation of bandages alone.

The specific example that Commissioner Heisey cites is not unique. That is the way shredding companies operate. It is dictated by the economics of their operation. Parking their shredders on the street is the cheapest way to do business. They don't have to lease space in high rent office buildings, cart paper to a central location to shred and then cart the shreds away to wherever they are dumped or re-cycled. They use the public street. The fines don't deter because they are simply the cost of doing business. Layered upon that is an obsolete enforcement system and a street policy that was evolved in a previous century.

One can point to countless examples. Each amounts to an abuse that was crafted by one pressure group or another. For example: It is almost impossible in downtown areas like Yorkville to find an off arterial road street parking space. Large areas have been designated "Loading Zones" from 4:00 pm. to 6:00 pm. They are phoney loading zones and they are only there because the then local councillor under pressure from the powerful BIA. had them designated as such. A handicap permit holder cannot park in a loading zone' and there are so many handicap parking permits floating around (I would estimate as many as half on them inappropriately awarded) that "**no parking**" designations are invalid, There is intense competition for curb space and traffic congestion impedes our busses as much as it does auto traffic.

We have the technology to solve this problem today. London and Singapore have downtown congestion zones. You pay if you want to bring your vehicle into the downtown area. Your car is equipped with a transponder and a deduction is made from your bank account when you cross a designated line. In Singapore the amount is staggering.

Why does shredding and loading have to take place in the daytime? In cities like New York it takes place at night. If a shredding truck's transponder docked it \$1,000 when it crosses a congestion line before 9.PM, but is free after that time, all shredding would take place at night. If shredding is essential to the business community shouldn't our

planning regime insist that there be provision to require shedding facilities to be built into new buildings on site?

In many Israeli cities they have done away with parking meters and pay and display machines. Parking is monitored by GPS technology and payment for parking is made by cell phone.

How valid, for example, is our No Parking at a Fire Hydrant policy. Why shouldn't fire hydrant spaces become taxi stands or chip truck locations? They can move away quickly if there is a fire. It is simply that nobody has bothered take a comprehensive look at some of these long standing policies. The Planning Act requires a municipality to review its official plan every 5 years. It never has to review its road management policies. It should.

Recommendations:

1. That the City of Toronto be requested establish a Road Management Policy Task Force for the purpose of developing a comprehensive plan for the above the surface management city of Toronto Streets.
2. The task force be under the egis of Public Works but be jointly sponsored by Public Works, TTC and Planning with staff representation from Police Services, Toronto Parking Authority, Licensing and Standards, EMS and such other department as determined by the City Manager.
3. The task force be directed to:
 - a. Establish a set of principles and priorities to govern the management of Toronto roads
 - b. From these develop a comprehensive Road and Congestion management plan for the City of Toronto.
 - c. Review all existing traffic management, parking, standing, stopping and loading bylaws. .
 - d. Seek public input from a wide range of stakeholder groups and the general public.
 - e. Explore all available technologies.
 - f. Make recommendations to Council through the Public Works Committee.

Thank you for your consideration of this.

Howard Moscoe

McDonald, Dawn

From: McDonald, Dawn
Sent: May-23-14 5:39 PM
To: Alan Heisey; Anju Virmani; 'councillor_debaeremaeker@toronto.ca'; 'John Parker'; 'Josh Colle'; 'Karen Stintz'; 'Maria Augimeri'; Maureen Adamson; Nick Di Donato; 'Peter Milczyn'; 'Raymond Cho'
Cc: Angela Drennan; Lee, Kevin; 'Adah Pettingill'; 'Alida Troini'; Amber Morley; 'Angelina Conte'; Chantea Bostock; 'Grace Ivo'; 'jessica Kim'; 'Joan Henry'; 'Matthew M. Boscariol'; Sandy; Stacey Hawkins; 'Stephanie Ford'
Subject: Board Meeting Attendance

Commissioners:

Supplementary agendas will be delivered to your offices on Monday along with Audit packages for Audit Members.

Can you please confirm your attendance for the following meetings on Wednesday, May 28:

8:00 Audit Meeting	Committee Room #4 (J. Parker, M. Adamson, A. Hesiey)
10:00 Committee of the Whole	Committee Room #4 (confidential session)
1:00 pm Public Board Meeting	Council Chamber

With Thanks – Dawn McDonald

JP – ✓(3)
JC – Public
MA – ✓(2) Chair
N.D – ✓(2)
A.H – ✓(3)
M.A. – ✓(3)
K.S – ✓(2)
P.M –
G.D – Public ✓
R.C – (leave of absence) – No