

Investigation of Commercial Vehicle Parking Permits in Toronto

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ZERO-TOLERANCE ENFORCEMENT.....

CBCnews | Toronto



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Zero tolerance rush hour policy introduced to downtown drivers

Vehicles towed from parking lanes part of the 'new reality' for Toronto drivers

CBC News Posted: Jan 04, 2015 8:00 AM ET | Last Updated: Jan 05, 2015 10:18 PM ET



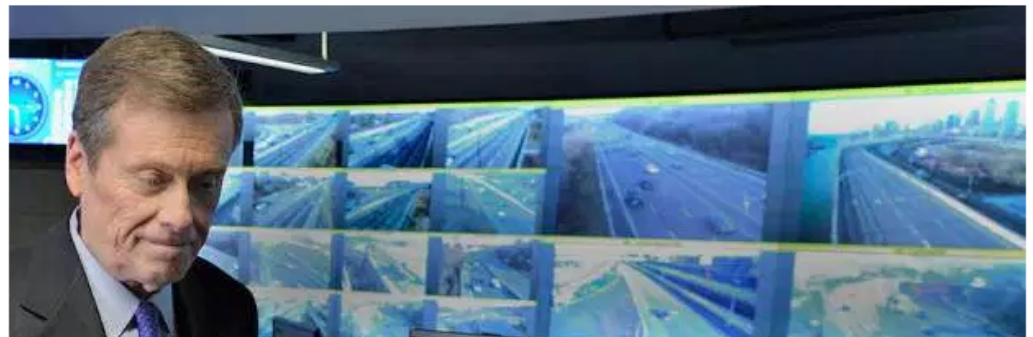
Tag and tow begins 1:41

Toronto begins parking crackdown, tows 28 vehicles during 'zero tolerance' blitz



JOSH VISSER | January 5, 2015 10:56 AM ET
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ZERO-TOLERANCE ENFORCEMENT.....

Toronto Parking Enforcement officers ticket Wheel-Trans vehicles

By Dave Trafford

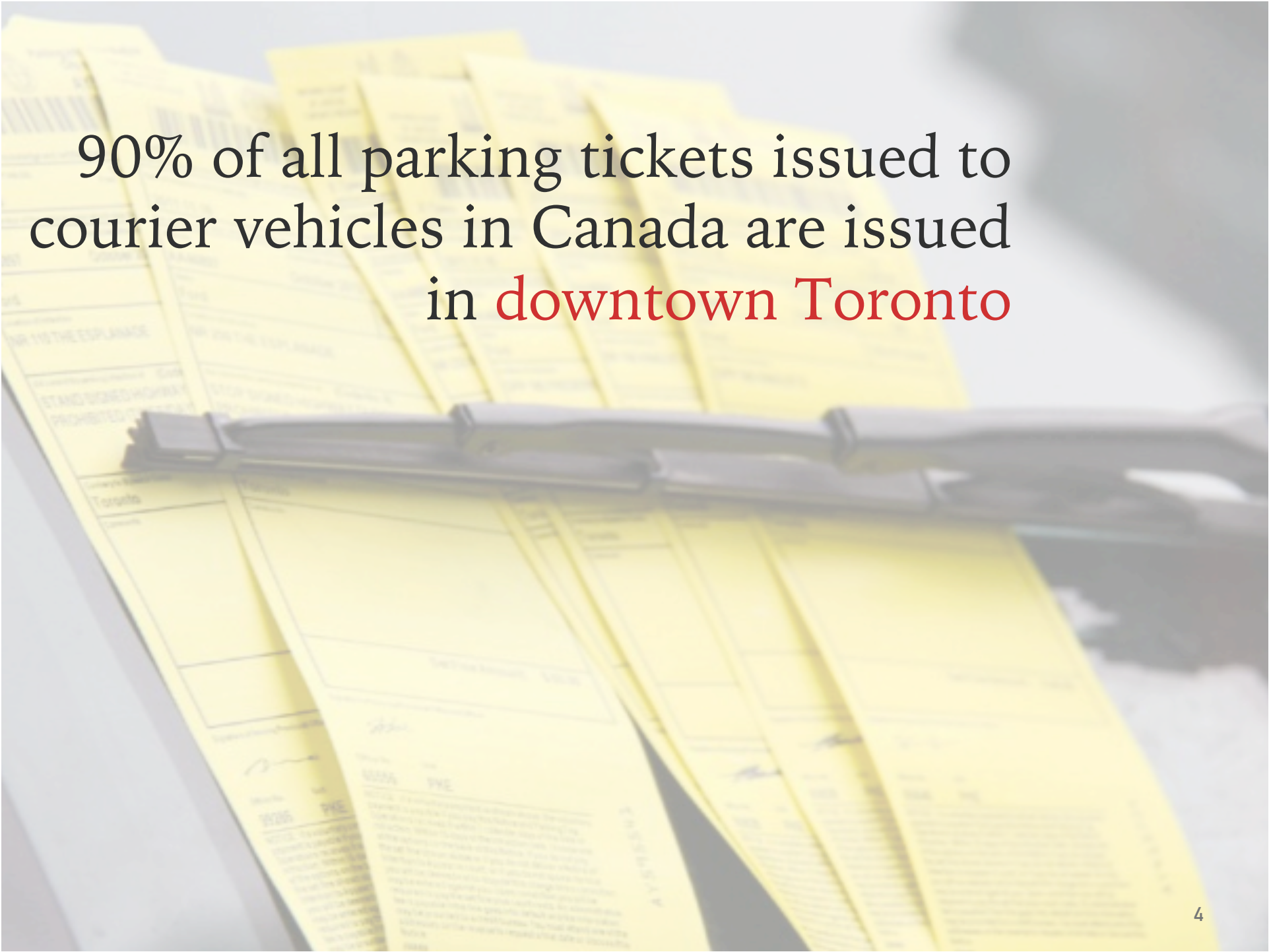
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Vehicles displaying accessible parking permits are exempt from parking restrictions outside of the morning and afternoon rush hours. But parking regulations allow for taxis, limos and buses to stop for pick-ups and drop-offs no matter where or when.

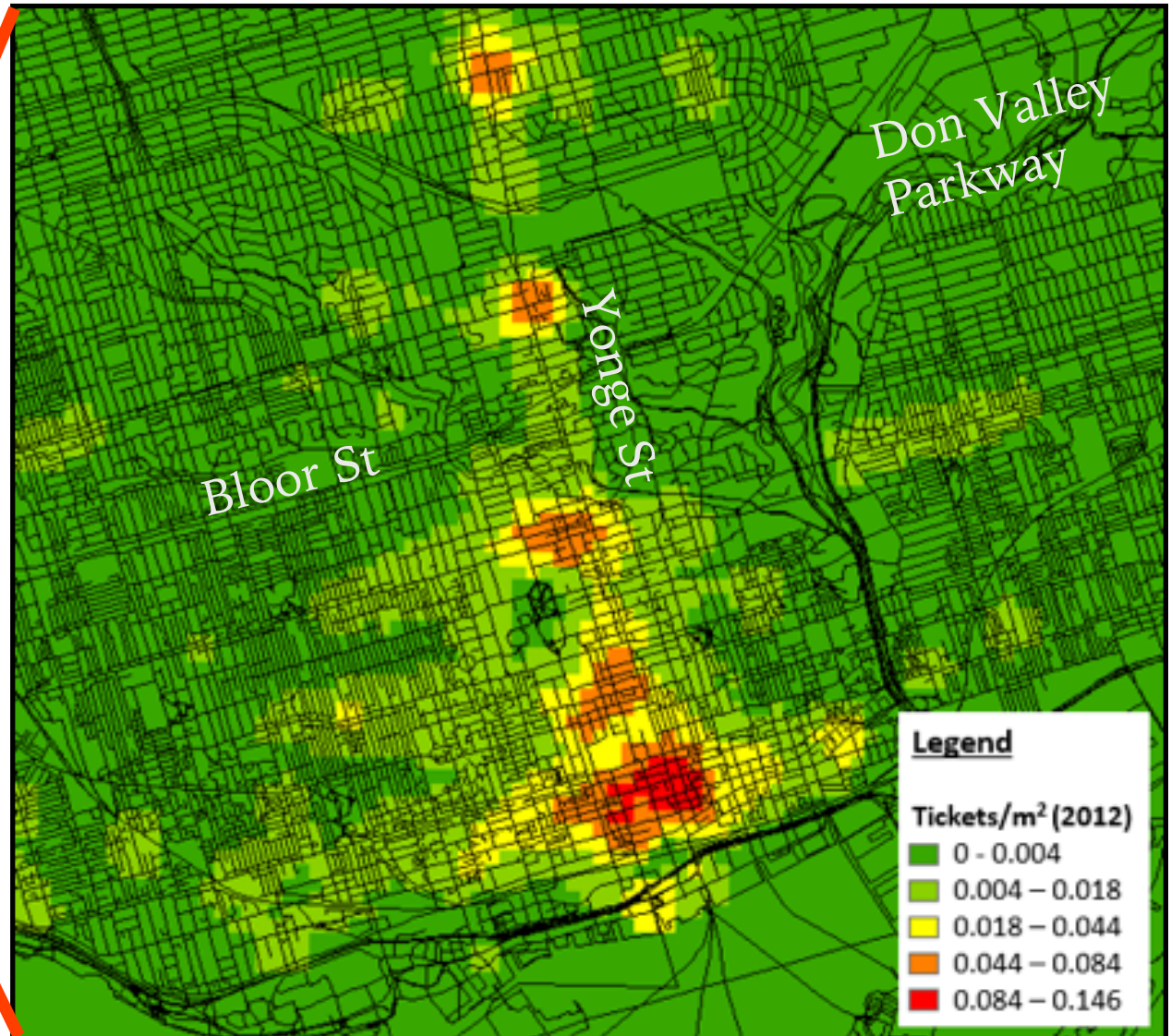
Global News



A stack of yellow parking tickets is shown, with a grey pen resting on top of them. The tickets are slightly out of focus, but some text is visible, including "Toronto" and "STANDARD HIGHWAY PROHIBITED". The background is a blurred city street scene.

90% of all parking tickets issued to
courier vehicles in Canada are issued
in downtown Toronto

DENSITY OF COMMERCIAL VEHICLE TICKETING....

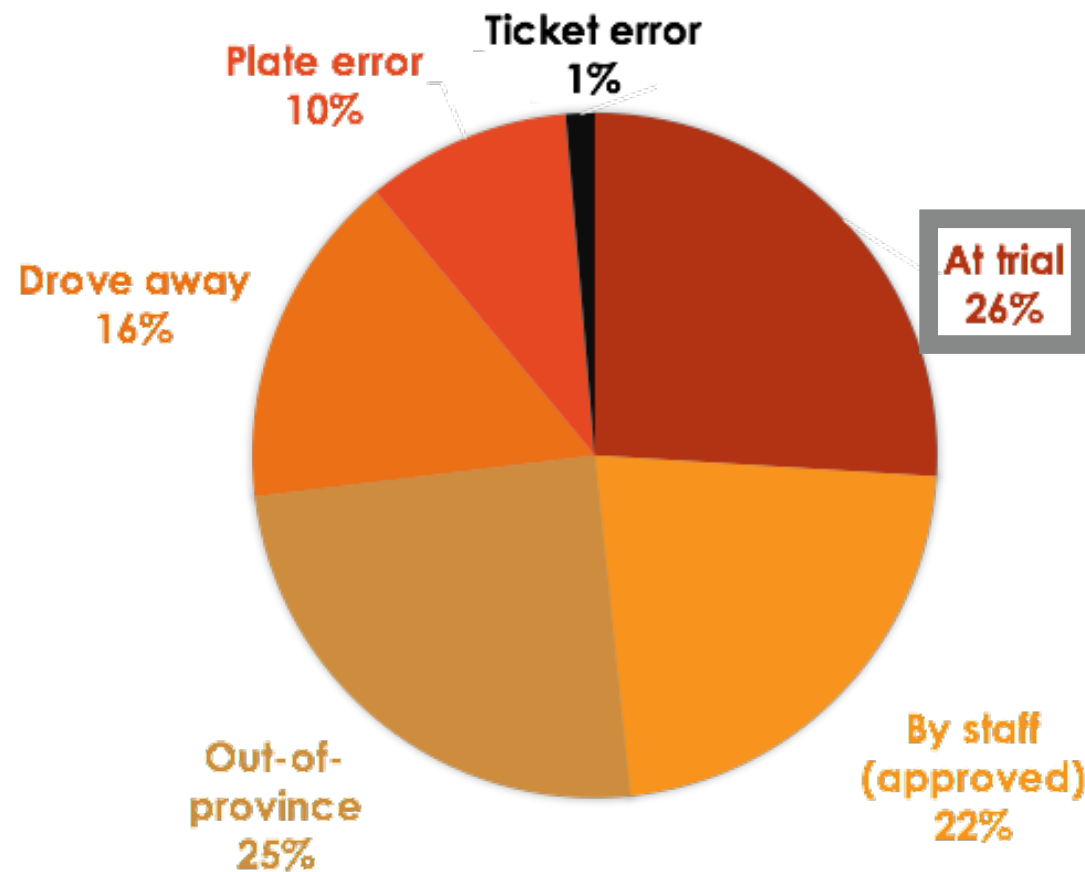


Source: City of Toronto, 2012

ANALYSIS OF ILLEGAL PARKING IN TORONTO.....

- Parking tickets contribute over \$100 million in city revenue
- Average fine paid per ticket by commercial vehicles is \$44
- Distinction between fines issued and fines *paid*
 - Courier companies aggressively fight tickets
 - Batches of tickets are reduced or cancelled en masse
 - High enforcement costs with diminished ticket revenue
- Between 1990 and 2013, only 81% of issued fines were ultimately collected
- \$1.5 million in fines to commercial vehicles were cancelled in court in 2009

REASONS FOR TICKET CANCELLATION.....



ADDRESSING PARKING NEEDS OF COMMERCIAL VEHICLES

Challenges

- Deliveries often occur in dense, congested downtowns
- Road real estate is valuable
- Off-street parking is scarce and expensive
- Freight delivery needs are not salient to the public

Solutions

- Existing approaches:
 - Alleyways
 - Loading docks
 - Curbside parking
- New policy approaches:
 - Exclusive delivery zones
 - Parking permits

TORONTO'S APPROACH.....

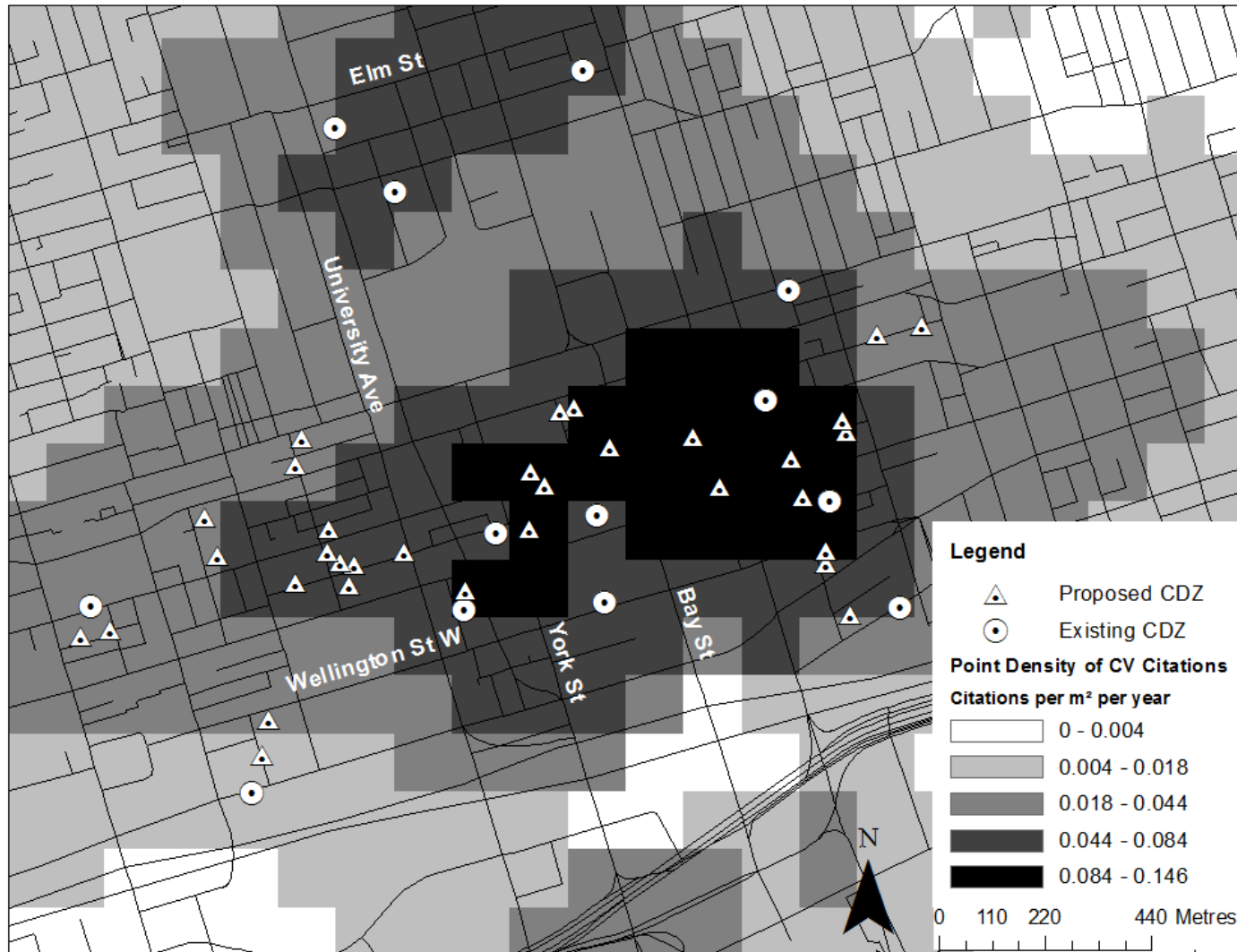
1. Introduction of **courier delivery zones** (CDZs) across downtown
2. Exploration of **parking permit** program to exempt commercial vehicles from certain parking offense



RESEARCH OBJECTIVES.....

- Evaluate feasibility of courier delivery zones (CDZs) and parking permit policies to meet demands of commercial vehicles for on-street parking
- Assess municipal fiscal impacts of parking permits under various pricing schemes
- Develop strategies to facilitate legal curbside activity for commercial vehicles in Toronto with minimal impact to other road users

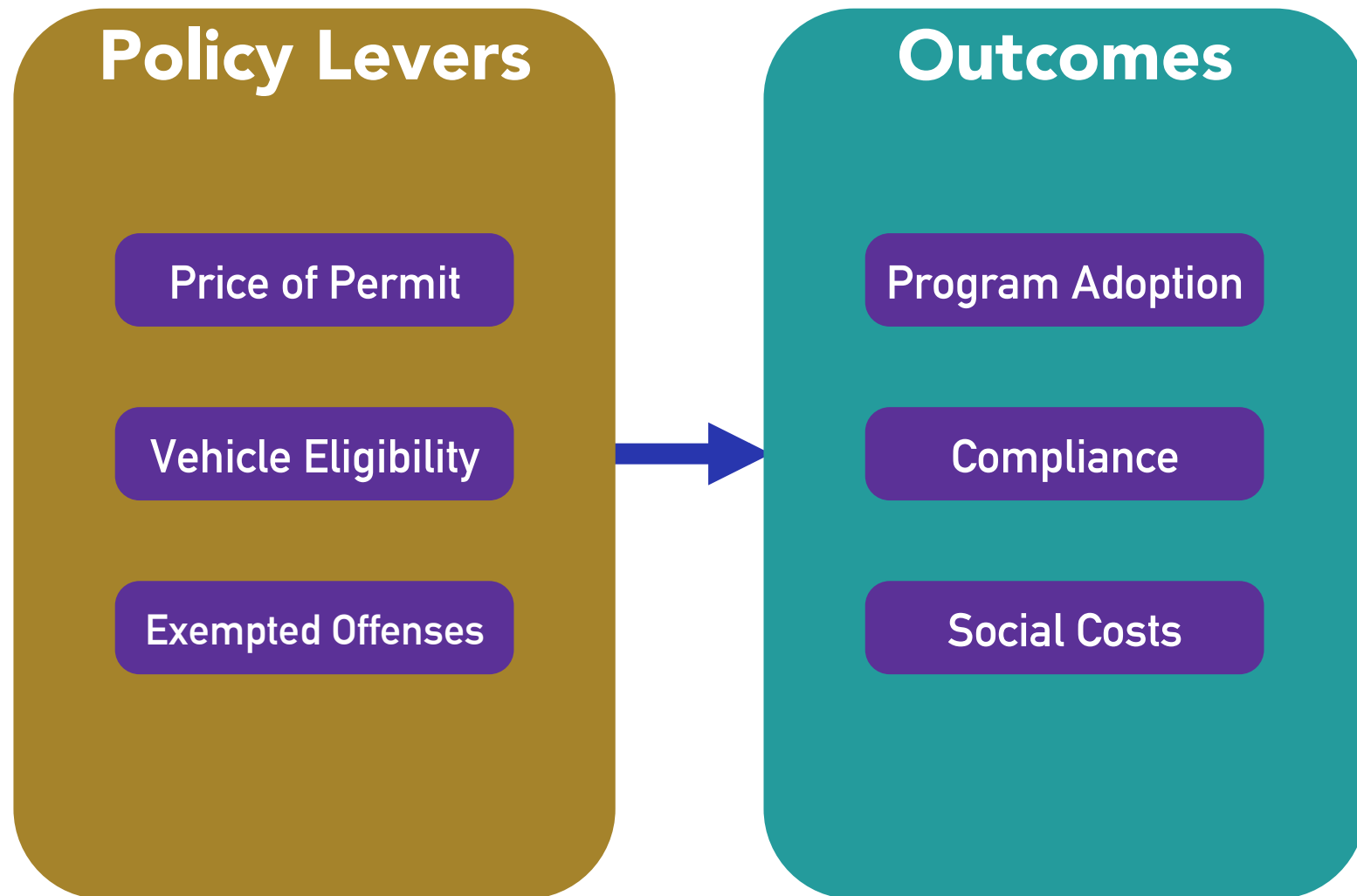
COURIER DELIVERY ZONES



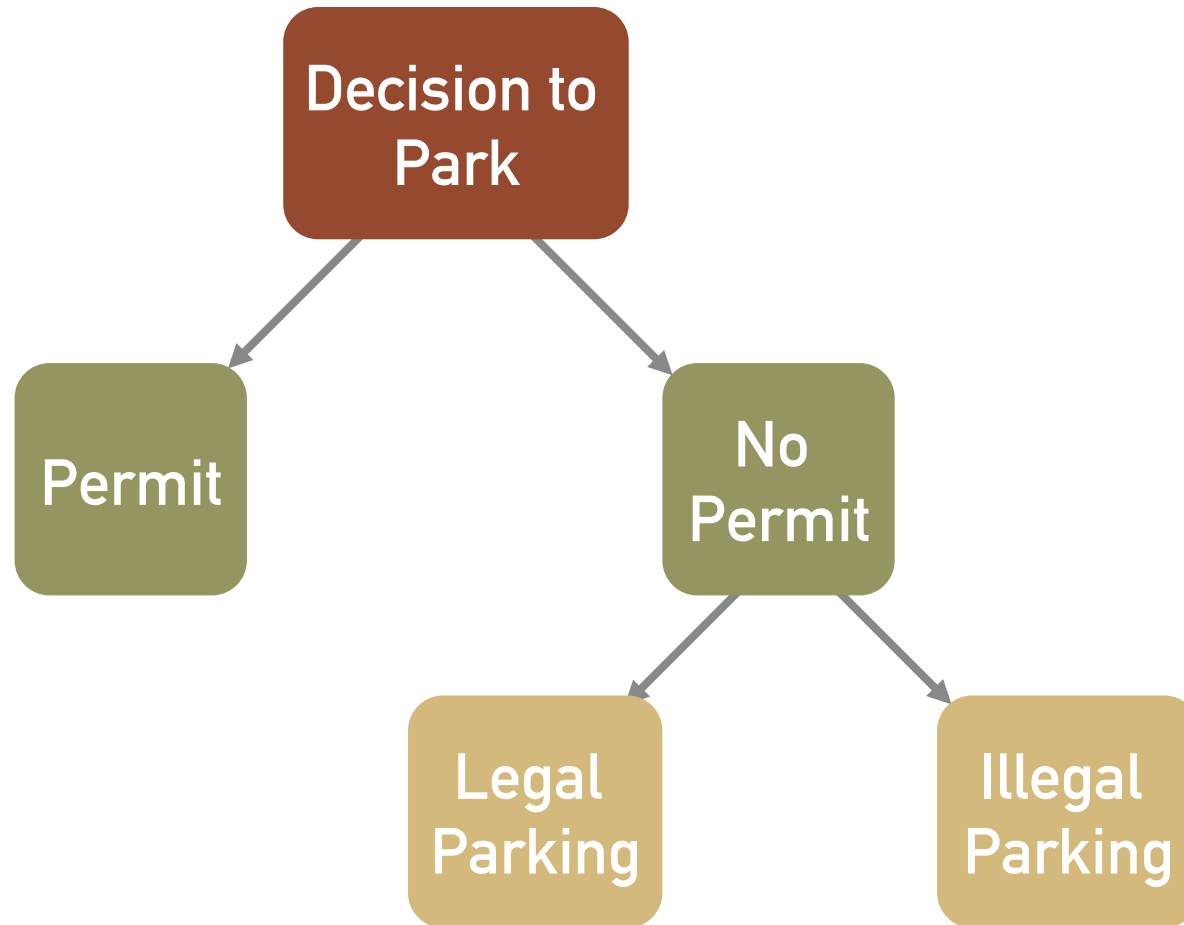
PERMIT PROGRAMS AROUND THE WORLD.....

Municipality	Annual Cost (\$USD)	Details
Vancouver	\$ 30	A maximum of 30 minutes in a loading zone or passenger zone, and any metered stay except during rush hour
Washington, DC	\$ 323	A maximum of two hour parking at a commercial vehicle loading zone during designated hours
Houston	from \$161 to \$1,285	A maximum of 30 minutes to two hours parking in a loading zone or metered stall
Minneapolis	\$ 400	A maximum of 30 minutes in a loading zone, no parking zone, or before noon in a metered space

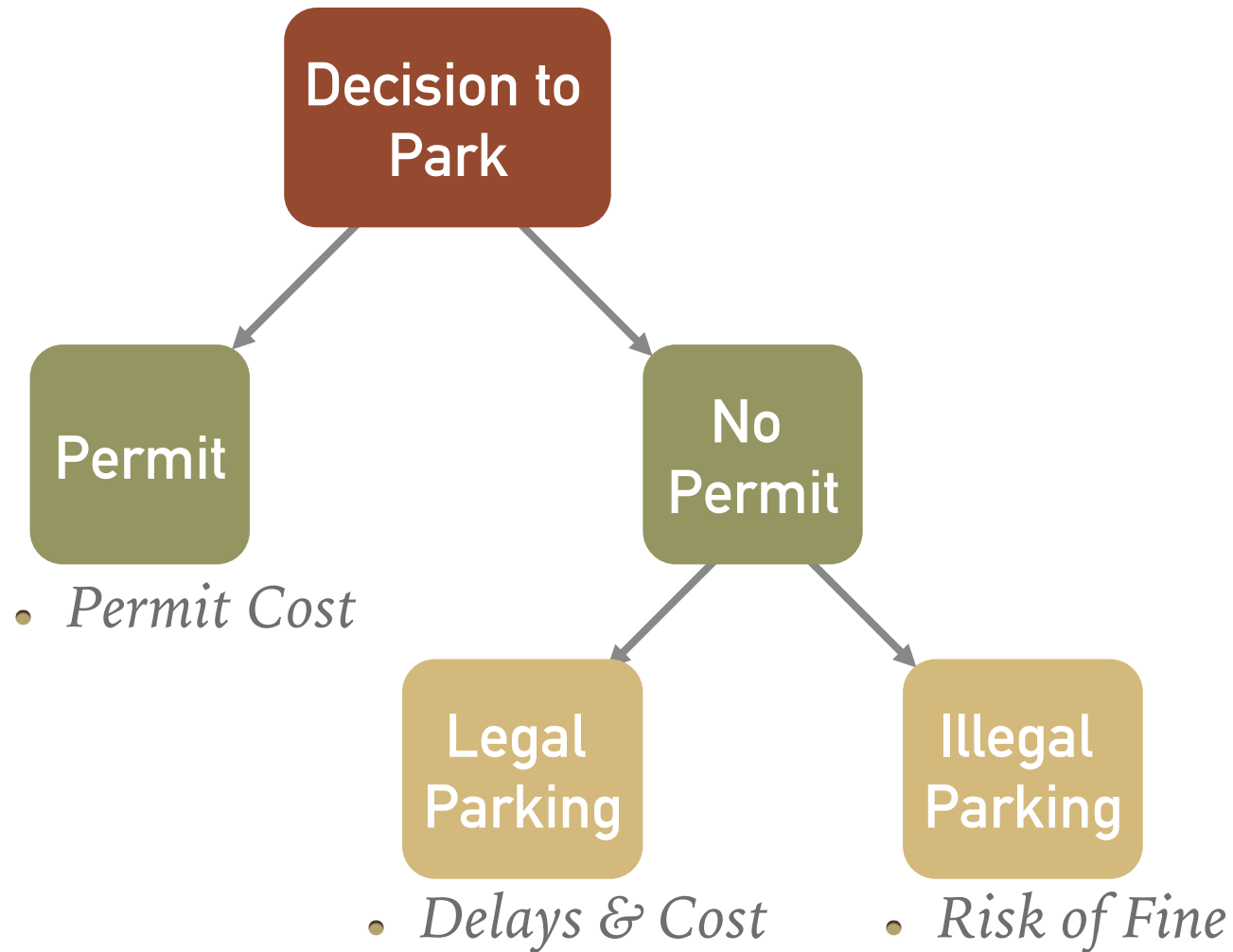
COMMERCIAL VEHICLE PARKING PERMITS.....



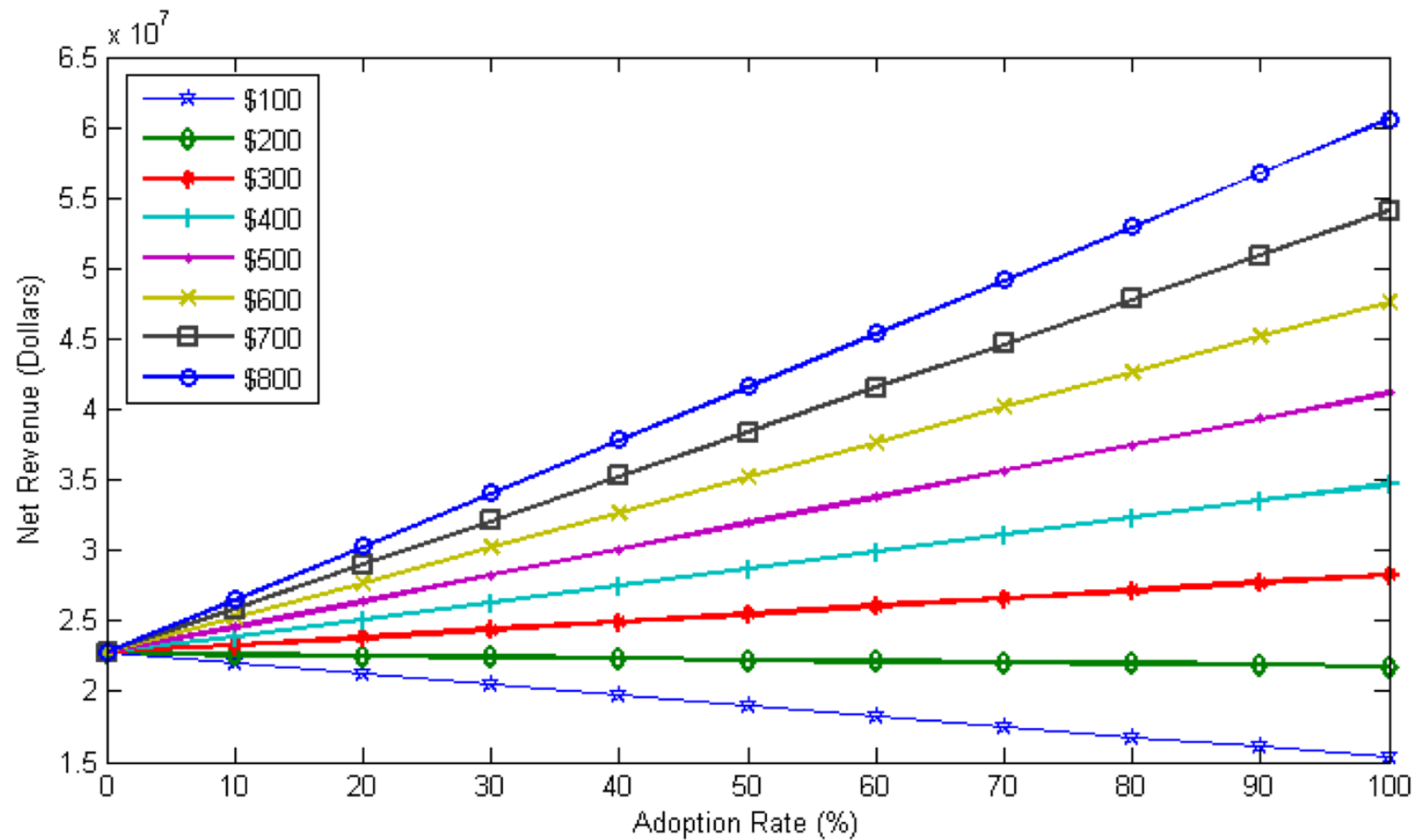
MODELING PARKING BEHAVIOR.....



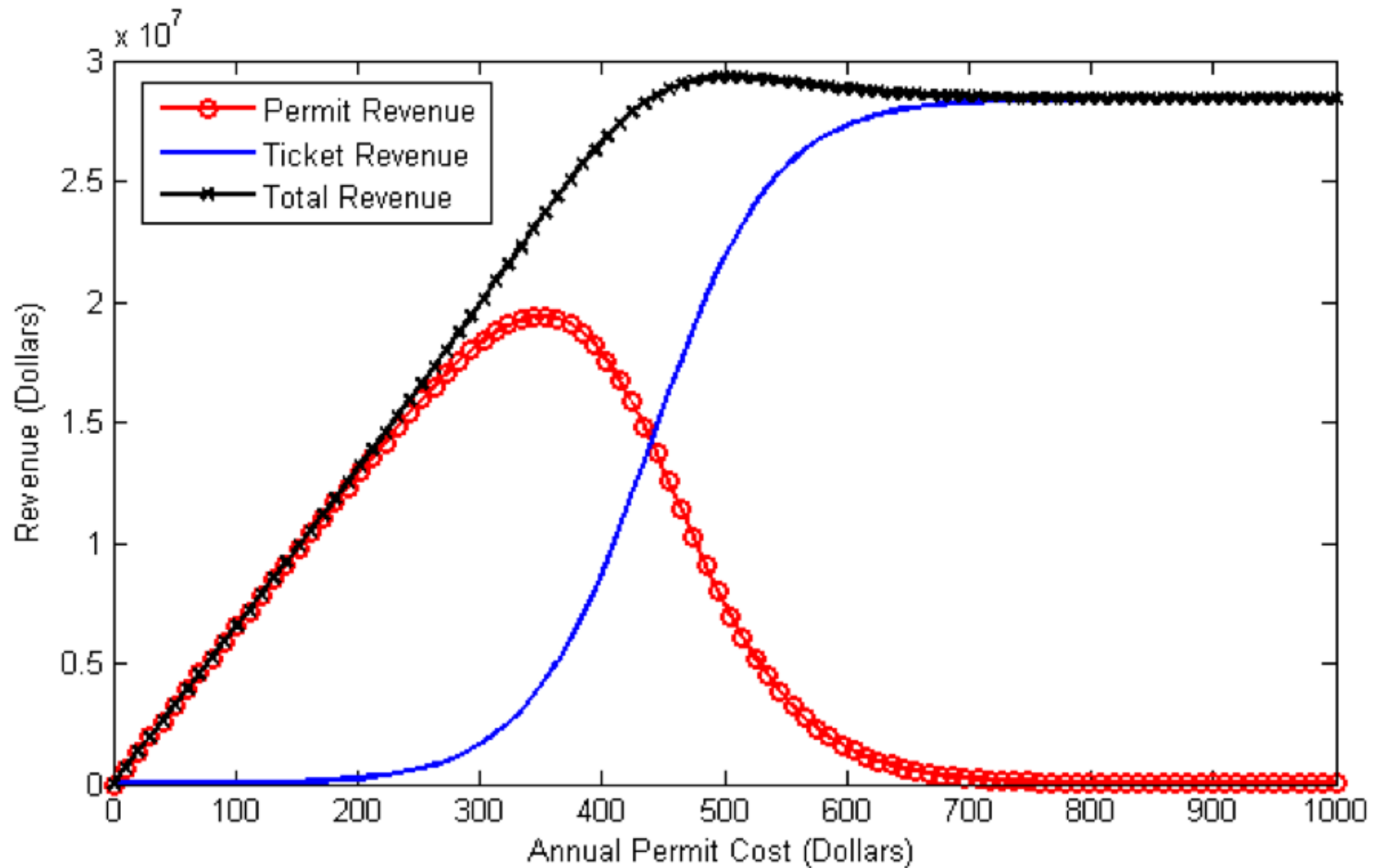
MODELING PARKING BEHAVIOR.....



PERMIT REVENUE



REVENUE SENSITIVITY TO PERMIT COST.....



KEY FINDINGS.....

- Permit can likely be revenue-neutral below \$500, with potential savings from reduced enforcement & legal costs
- Permit can be made voluntary, but combined with purchase incentives
- High adoption rate is important for program success
- Surface parking downtown is important: Courier Delivery Zone (CDZ) pilot project should expand

KEY FINDINGS.....

- City must decide eligibility rules to balance priorities (e.g. couriers, private deliveries, shredding trucks, etc.)
- Perception of fairness is important for program success
- Permit can legitimize what is currently common illegal behaviour
- Further consultation with stakeholders is crucial



THANK YOU

James Lamers

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