



From the desks of Councillor Mike Layton and Councillor Josh Matlow

January 5, 2015

Dear Government Management Committee Chair and Members,

Re: GM1.5 Increasing Parking Enforcement on Arterial roads During Rush Hours and All Bike Lanes

Every day, as Toronto residents drive their cars, ride their bikes, or take the TTC to work or school, they are needlessly held up in traffic by vehicles parked illegally in the curb lane or bicycle lane. We have all witnessed this behaviour and have been affected by the actions of these individuals.

In September 2011, we put forward [a Members Motion \(MM11.1\)](#) requesting that fines and enforcement be increased for vehicles blocking lanes of traffic, including bike lanes, during rush hour. Our request moved through Committee and Council and eventually led to significantly increased fines being implemented in early 2014.

Chief Blair's report to the Toronto Police Services Board states that the increase in fines as well as the very visible presence of Parking Enforcement Officers has acted as a successful deterrent to parking and stopping in curb and bike lanes during rush hour. However, there is more that we can do and in this letter we put forward two motions that we ask the Government Management Committee members to consider today.

Chief Blair's report outlines some of the difficulties our Parking Enforcement Officers experience as they work to ensure illegally parked cars are not slowing down traffic. We urge the Government Management Committee not only to receive this item, but also to take actions to strengthen the City's approach to dealing with illegally parked vehicles on arterial roads during rush hour and in bike lanes.

"Drove-away" infractions and how we can support the Toronto Police Services Board

One problem that has been identified is drivers that park or stop illegally and drive away from the Parking Enforcement Officer as a ticket is being issued. Currently, the Provincial Offences Act specifies that if an illegally parked vehicle drives away before the parking enforcement officer puts the ticket on the vehicle or gives the ticket to the driver, the ticket is not valid. The Toronto Police Services Board has repeatedly asked the Ministry of the Attorney General for an additional form of service of Parking Infraction Notices.

These "drove-away" infractions slow down traffic by removing a deterrent, put Parking Enforcement Officers at risk of physical harm from vehicles and costs the City millions in lost revenue. In 2014 alone, four of our Parking Enforcement Officers were injured in accidents from people driving away to avoid the ticket. Further, a 2008 report estimates we lose \$5 million annually from "drove-away" infractions.

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In 2014, Councillor Layton put forward [a motion to Executive Committee \(EX44.53\)](#), which was not adopted, but instead referred to the City Manager. He moved that City Council support the Toronto Police Services Board in their repeated requests for a simple change to ticketing - a request that the Attorney General's Office has failed to take action on, as Chief Blair points out in his report before you today.

We respectfully appeal to Government Management Committee members in our new term of Council to ask City Council to support the Toronto Police Services Board's request of the Province:

to request the Ministry of the Attorney General to amend the Provincial Offences Act to provide for an additional form of service, preferably by first class mail, of Parking Infraction Notices under Part II of the Act.

Best practices from other cities regarding delivery vehicles during rush hour

Another issue that has been identified is the impact of delivery vehicles. The efficient transportation of goods across our city is critical to maintaining a healthy economy and environment. Delays hurt the bottom line of businesses and have negative consequences to our environment and air quality. However, illegally parked delivery vehicles also needlessly slow down traffic. While some deliveries are no doubt time sensitive and work on a schedule that cannot be changed, others are more flexible. The report outlines some of the challenges faced by enforcement officers when dealing with delivery vehicles.

Toronto cannot be alone in facing challenges with delivery vehicles and rush hour traffic. In order to address these challenges, we should look at how other large municipalities are dealing with delivery vehicle traffic.

We ask that the Government Management Committee recommend to City Council:

that the General Manager of Transportation report back to the Public Works and Infrastructure Committee by the end of 2015, on a program and/or policy to reduce delivery parking during rush hours on arterial streets, including international best practices.

Sincerely,



Mike Layton
City Councillor
Ward 19, Trinity-Spadina
councillor_layton@toronto.ca
Phone: (416) 392-4009



Josh Matlow
City Councillor
Ward 22, St Paul's
councillor_matlow@toronto.ca
Phone: (416) 392-7906