



Safe streets
Healthy city
Vibrant voice

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September 28, 2023
Toronto City Hall
General Government Committee
100 Queen Street West
Toronto, ON M5H 2N2

RE: GG6.25 - Increase in Parking Violation Notice Penalty Amount on Municipal / Private Property

Dear Chair Ainslie and Members of the General Government Committee,

Cycle Toronto enthusiastically supports the recommendations set out by the General Manager of Transportation to increase the financial penalty amounts for parking on municipal and private parking facilities that are governed under the City of Toronto's Municipal Code Chapter 915.

The administration of justice for parking offences has to be executed more fairly and equitably, and the financial penalties should better reflect the proportionality between the offence and the penalty. The current administrative framework that sets the penalties for people who fail to pay for parking, or routinely block or park in bike lanes and on sidewalks, is significantly disproportionate to the theft of public space or endangering the lives of people who walk, wheel or bike.

Increasing the fine from \$30.00 to \$75.00 for failing to pay for parking or leaving a motor vehicle on municipal property without consent, is a step in the right direction. This said, as outlined in MM5.6 - Fine Equity: Balancing Toronto Transit Commission Fare Evasion and Parking Fines, the fine for fare evasion on the Toronto Transit Commission begins at \$235 and can rise to over \$400. In comparison, the fine for failing to pay for on-street parking is just \$30. Increasing the fine to \$75 for failing to pay for parking remains disproportionately low in comparison. This is neither fair, nor inequitable, and thus arguably fails to achieve administrative justice.

Cycle Toronto recommends reviewing the administrative penalty system with an equity lens that reflects the desired behaviour modification, paired with a review of how enforcement and fine collection are implemented. It is one thing to have set fines and penalties, but without effective and consistent enforcement, it doesn't matter what the administrative penalties are. By way of an example, many car drivers have figured out that it is cheaper to not pay for parking and to pay the \$30 fine should they ever receive one. Additionally, the fine for illegally blocking or parking in bike lanes is \$150, and yet people routinely park (and even drive) in bike lanes with impunity because there is little enforcement.

Toronto is grappling with housing its growing population, debilitating traffic congestion that impacts productivity and economic growth, a significant budget deficit, economic uncertainty, a decline in public health outcomes, and the increasing urgency of mitigating the impacts of the climate crisis. Incentivizing the use of active modes of transportation requires prioritizing public space for people over the movement of cars. This begins by ending the practice of subsidizing private car ownership.

Thank you for your consideration in this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "Alison Stewart".

Alison Stewart

Director, Advocacy and Public Policy

Cycle Toronto is a member-supported non-profit organization that works to make Toronto a safe, healthy, and vibrant cycling city for all.