TORONTO PARKING AUTHORITY

On-Street Paid Parking Growth Strategy and Rate Review Process

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Audit and Risk Management Committee
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Agenda

PURPOSE:

To provide an overview of TPA's on-street parking growth strategy and rate review process.

CONTENT:

1. Background
2. Growth Strategy
3. Rate Review Process
4. Expansion of Inventory
5. Opportunities and Next Steps

On-Street Paid Parking Program Background

- Comprehensive rate review carried out every three (3) years by evaluating:
    - Performance and utilization
    - Existing hourly parking rates
    - Hours of operation
- Rates are set to encourage short-term parking and market competitiveness
- On-street paid parking under growing pressure from other competing curbside uses:
    - CafeTO (seasonal)
    - Safety and Cycling infrastructure
    - Ongoing City-led capital construction activities
    - Construction staging areas for private development

TPA's **On Street Paid Parking** Portfolio at a glance:

- 21,500 Parking Spaces
- 2,728 P&D parking machines
- 180 single space parking meters
- Spanning over 200 km of roadway
- Generated $44M in revenues in 2022 (36% of total revenues)

TPA is Currently Reviewing Growth Opportunities

TPA has begun to identify opportunities to optimize performance of its on-street paid parking portfolio:

Adjustments to parking rates	Extending hours of operation	Expanding inventory	Streamlining the regulatory framework
Average hourly rate \$2.75 city-wide and \$4 downtown compared to \$7-\$8 at off-street facilities. Rates last adjusted in 2017	Requires review to ensure hours of operation are set to encourage turnover in later evenings and weekends	TPA is targeting the identification of 500 new on-street spaces to primarily help offset the loss of high value inventory from City-led initiatives	Review Municipal Code requirements for establishing and making changes to paid parking

Comprehensive Rate Review Process

There are 4 main phases when undertaking a comprehensive review of on-street rates that take up to 15 months:

10 – 15 months

1 Analysis

(2 3 months)

Conducting a thorough analysis to propose data-driven changes to rates

2 Consultation

(1 2 months)

Consulting about any proposed new rates with City partners incl. Councillors and BIAs

3 Approval

(4 6 months)

Approvals from TPA Board and City Council (Municipal Code Chapter amendments)

4 Implementation

(3 4 months)*

Reprograming up to 2,728 pay machines and Green P app to reflect changes

*where changes to hours of operation are included, implementation timelines are extended

Analysis and Consultation

Analysis Stage

1. Reviewing business performance across the City to identify opportunities to update rates
2. Summarizing recommended changes to rates and hours of operation
3. Conducting a financial impact analysis to quantify impacts from the proposed rate changes
4. Reviewing feasibility of proposed changes in coordination with internal staff and external stakeholders
5. Finalizing proposed new rates by location

Influencing Factors and Considerations for Analysis:

1. CPI of 15.5% since the last rate review in 2017
2. Consistency in parking rates across the City
3. Congestion management: review parking usage and turnover rates
4. Encourage parking at off street facilities
5. Parking rates in comparable cities
6. Impacts from City initiatives, including CafeTO and ActiveTO

Consultation Stage

Consulting with **City Divisions**, including **Transportation Services**, as well as with **Business Improvement Areas** and **Ward Councillors** to obtain input.

Approvals and Implementation

Complete Step 1 First

Complete Step 2 Last

Council Approval Required for amendments to:

- **Municipal Code Chapter 179:** to adjust on street rates above the current limit of $5 by increasing or removing the limit.

- **Municipal Code Chapter 441:** to adjust upper limit in effect at machine/metered spaces for any proposed increases above the current $5 hourly rate limit. Public notice of the proposed changes to be considered by City Council is required.

- **Municipal Code Chapter 910:** to revise the by law(s) in Schedule I and possibly other Municipal Code provisions to reflect any proposed changes to rates or hours of operation.

Implementation Stage

1. Updates to Pay and Display and Pay by Plate machines to effect new rates
2. Updates to the Green P mobile App
3. When changes to hours of operation are enacted, TPA must also coordinate updates to on street signage with Transportation Services, which oversees the installation of regulatory signage in the public right of way

Paid Parking Expansion Process

There are 4 main phases when undertaking an expansion of on-street parking inventory that take up to 18 months:

14 – 18 months

1 Identification

(3 4 months)

Conducting a thorough analysis to identify potential of new paid parking spaces across City

2 Feasibility Review

(1 2 months)

Engage Transportation Services to confirm the operational feasibility of proposed new paid parking spaces

3 Approval

(8 9 months)

Engage Councillors, and BIA’s, draft by-law amendments and prepare reports for Community Council and Council

4 Implementation

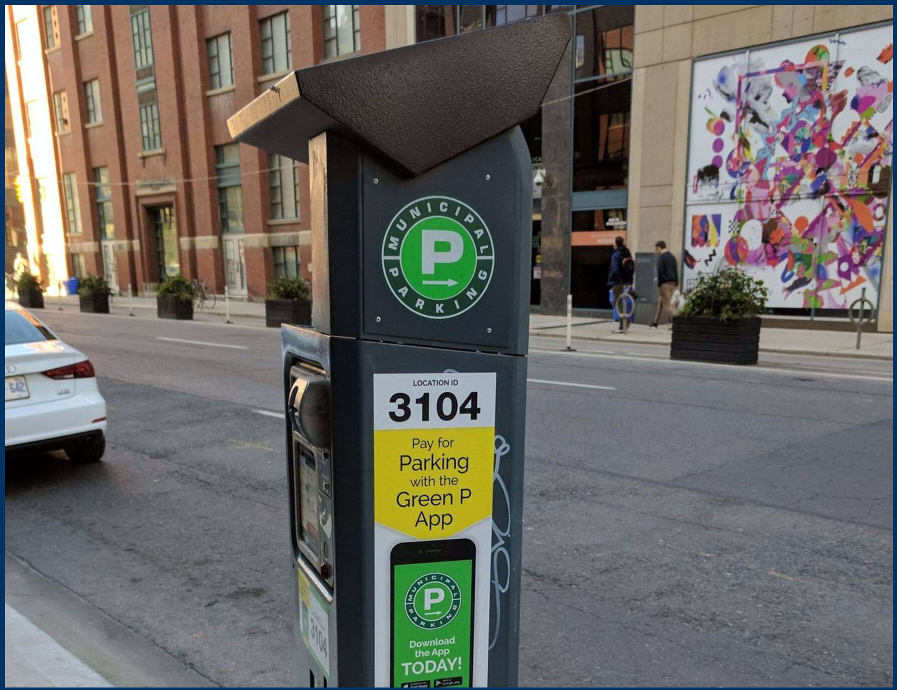
(2 3 months)

Coordinate updates to on-street signage with Transportation Services; updates to parking machines and Green P App

Opportunities to Streamline the Regulatory Framework

Opportunities may include:

1. Increase (or remove altogether) the current on street **hourly rate limit of $5.00** per Municipal Code Chapter 179; consider full delegation of authority to TPA President
2. Review the current requirement for **Councillor concurrence** on rate changes; consider delegated authority to TPA President
3. Update to Municipal Code provision(s) to allow for **variable and/or time of day pricing**
4. Update to Municipal Code provision(s) to allow **mobile-only payment zones**
5. Provide delegated authority to the General Manager, Transportation Services, to **implement alternative locations for paid parking** during any temporary disruptions (i.e. construction projects, CafeTO, etc.).



Opportunities and Next Steps

Highlights:

- TPA has already begun to identify and execute strategic opportunities to **grow and modernize** the on-street parking program.
- TPA will **update the Board regularly** in 2023 to support changes to the on-street program, including:
  - A proposal to amend Ch 179 to change the current on-street cap of $5 / hour; and,
  - Provide an On-Street business channel review.
- TPA will carry out a **comprehensive rate review** of on-street paid parking rates and recommend changes as part of the 2024 Operating Budget and 2024 - 2026 Capital Budget.
- TPA will work with Transportation Services and City Legal to review opportunities to **streamline the regulatory framework** that governs the establishment and changes to on-street paid parking.

Questions?