

A Strategic Parking Framework for the City of Toronto

Date: May 28, 2025

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: All

SUMMARY

At its meeting of April 6 and 7, 2022, City Council approved the staff report titled, “Developing a Parking Strategy for Toronto” which recognized the need for a strategic approach to guide and support future parking related decisions at the City.

While many policies and regulations have been developed over time, there has not been an overall guiding direction on how to manage parking, its potential role in city-building and how all the various divisions and agencies should work together.

Transportation Services initiated the development of the city-wide Strategic Parking Framework in early 2023. The advancement of this Framework is a collective effort between several City partners that have mandates requiring innovation related to Toronto's parking systems and infrastructure. Managing parking effectively is an essential element to succeed in executing major city building objectives including achieving our net zero greenhouse gas emissions, land use planning and traffic congestion management goals. Parking also has a critical role to play in supporting people's needs, the City's vibrancy and commitment to the growth and commercial viability of key industries and businesses.

This report provides an overview and recommends a Strategic Parking Framework that consists of an interconnected set of policy directions and a program of actions to ensure that the City can effectively manage the complexity of the parking system now and into the future as Toronto grows, develops and evolves. The Framework identifies a series of ‘Big Moves’, associated policies and specific implementation initiatives required over the short, medium and long term to better align the value of the public right of way and city property with other critical city building goals.

In developing the Strategic Parking Framework, a study was undertaken which included a review of parking policies currently in place, best practice research from other jurisdictions, the governance of parking programs and numerous direct engagement sessions with many internal and external interest groups. These activities laid the

foundation for the Framework which proposes six (6) 'Big Moves', twelve (12) policies and forty-four (44) associated actions.

Although the Strategic Parking Framework addresses many parking issues it does not cover elements associated with residential parking programs like permit parking, front yard parking and the use of accessible parking permits. Transportation Services recognizes that these issues are controversial within many city neighbourhoods, with longstanding practices and that is why a more comprehensive work program will be undertaken to review and advise on refinements to the residential parking programs through a separate report coming to Council in early 2027. With respect to accessible parking permits, work to address concerns relating to the enforcement and use of accessible parking permits will begin shortly, with a report coming to Council in late 2025.

RECOMMENDATIONS

The General Manager, Transportation Services, recommends that:

1. City Council approve the Strategic Parking Framework discussed in this report from the General Manager, Transportation Services, dated May 28, 2025, and summarized in Attachment 1 appended to this report.
2. City Council request the Board of Directors of Toronto Parking Authority to request the President, Toronto Parking Authority to work with Toronto Police Service, to undertake a feasibility review and report back in 2026 on a plan to transfer the management of certain on-street parking enforcement programs from the Toronto Police Service's Parking Enforcement operations to the Toronto Parking Authority.

FINANCIAL IMPACT

There are no immediate financial impacts from the adoption of the recommendation outlined in this staff report. Further review, assessment, and community engagement is required to identify full implementation costs for each of the initiatives supporting the 6 (six) 'Big Moves' of the Framework. City staff will begin First-Year Implementation Steps, outlined in the report, using existing resources within the 2025 Budget. Transportation Services will include initial resources to support Strategic Parking Framework during the 2026 Operating Budget process.

Transportation Services will work with partner divisions and agencies to identify budget and resourcing requirements relating to the implementation of the 'Big Moves', associated policies and initiatives discussed in this report, and summarized in Attachment 1 for further consideration through future budget processes. Any financial impact identified will be treated as a new investment or enhancement to an existing program during the budget process.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

EQUITY IMPACT

The development of the Strategic Parking Framework is predicated on an overall goal of ensuring there is equitable access to an application of City parking policies and programs. Equity was approached in the broadest possible sense, considering things like impacts to congestion and transit, revenue generation for the City, and alternative uses for limited space.

A robust and inclusive public information campaign was conducted between November 12 and November 26, 2024. Efforts were taken to ensure that the consultation plan specifically targeted input from City residents and neighbourhoods that have been historically underrepresented in city-wide initiatives. This is particularly critical in relation to parking, given geographical differences across the parking landscape in Toronto and diverse parking needs and levels of car ownership city-wide.

DECISION HISTORY

City Council, at its meeting of October 9 and 10, 2024, adopted the report titled, "Approach to Public Electric Vehicle (EV) Charging to 2030", which presented a model for cross-corporate coordination to advance EV infrastructure asset planning and clarified the City's role with respect to EV infrastructure provision.

<https://secure.toronto.ca/council/agenda-item.do?item=2024.IE16.5>

City Council, at its meeting of March 29, 30 and 31, 2023, adopted, as amended, a report titled, "City of Toronto Relationship Framework for the Toronto Parking Authority", which outlined the collaborative relationship between the City and TPA, and provided clarity about TPA's mandate, City Council's current delegations of authority, the responsibilities and obligations of TPA including key operating principles, reporting requirements, and expectations around governance, transparency and accountability.

<https://secure.toronto.ca/council/agenda-item.do?item=2023.EX3.4>

City Council, at its meeting of April 6, 2022, received for information a report titled, "Developing a Parking Strategy for Toronto", which outlined a number of activities that would be undertaken towards the creation of a Parking Strategy.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE28.8>

City Council, at its meeting of February 2 and 3, 2022, approved an extension of the Downtown and Residential Electric Vehicle Charging Station Pilot, including an additional 17 or more on-street charging stations in 2022.

<https://secure.toronto.ca/council/agenda-item.do?item=2022.IE27.7>

City Council, at its meeting of December 15 and 16, 2021 adopted Zoning By-law Amendments to the city-wide Zoning By-law 569-2013 to modify the current standards for automobile and bicycle parking in new developments.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.PH29.3>

City Council, at its meeting of October 27, 28 and 30, 2020, requested a review of residential front yard and commercial boulevard parking with consideration of electric vehicle initiatives. <https://secure.toronto.ca/council/agenda-item.do?item=2020.IE16.2>

City Council, at its meeting of October 27, 28 and 30, 2020, adopted a Freight and Goods Movement Strategy for the City of Toronto.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.IE16.1>

City Council, at its meeting of December 5, 6, 7, 8, 2017 adopted a Curbside Management Strategy for the City of Toronto.

<https://secure.toronto.ca/council/agenda-item.do?item=2017.PW25.12>

COMMENTS

Parking is a critical component of the City's mobility and urban fabric. It supports the movement of goods and people and is also a part of the City's real estate portfolio. Effectively managed, parking can help drive important city-building goals such as the efficient movement of people and goods, increasing the supply of available land, tackling climate change, and promoting compact development.

Transportation Services, along with a number of partner divisions and agencies (e.g., Toronto Parking Authority (TPA), Toronto Police Service, CreateTO, Economic Development & Culture, Parks & Recreation, City Planning, Corporate Real Estate Management, Environment, Climate & Forestry, etc.) and with the assistance of a consultant, worked towards a comprehensive and internally aligned policy basis for parking management in order to achieve the value proposition that parking will offer in helping manage congestion, improve access for citizens, support its city-building objectives and economic viability of Toronto into the future. This report discusses a number of key aspects related to parking including the role of parking in the city, how parking management can address challenges related to mobility and land use, provides a framework for parking management that supports Toronto's city-building goals, and recommends bold 'Big Moves', policies and actions that will advance an improved parking management system in the city.

Parking Challenges

Parking programs are operated by a number of City divisions and agencies with competing objectives that drive inefficiencies (e.g., operational, financial, etc.) and therefore Toronto's parking system faces many challenges today. While solutions to specific issues are being advanced incrementally across a range of City portfolios, the pace of growth along with changing user needs continues to place high demands on public space and city resources. Some of these major challenges include:

- Increased pressure on curbside parking (e.g., construction projects, new programs such as CaféTO, rise of online and app-based delivery vehicles, EV parking);
- Underutilized private parking lots due to a variety of reasons (i.e., the public using other sustainable travel modes and changes in hybrid work policies);

- Multiple demands on publicly owned parking lots for other uses (e.g., affordable and supportive housing units, parkland);
- Outdated and inefficient technologies to manage parking;
- No cohesive framework to ensure decision makers work together (i.e., City divisions, agencies and external parking providers);
- People who need to drive or are unfamiliar with the city have challenges finding parking (e.g., Wheel-Trans, TTC's paratransit system, struggles to find suitable drop-off and loading locations for customers); and
- Inconsistent customer and community experience.

Why Toronto Needs a Strategic Parking Framework

Toronto's land-use context varies considerably across its geography, from the highly dense areas of downtown and the rapidly intensifying major corridors, to the low-rise residential neighbourhoods in the inner and outer suburbs, each with different parking needs and constraints. The parking system is made up of various types of parking spaces, both on-street and off-street, managed by different public and private owners trying to serve the user needs for different types of parking and curbside uses. To ensure that parking is available for users who need it today, and in the future, without conflicting with the City's other key goals, the diversity of parking types need to be managed, priced and enforced with a holistic approach.

The absence of such an approach limits the City's ability to make informed strategic decisions that ensure parking is available where needed and the system is managed efficiently. A Strategic Parking Framework can establish a common understanding of the role of parking in this diverse city, and to guide the many city divisions and agencies responsible for aspects of parking management through a common lens.

By taking a system wide approach, the City will be in a stronger position to use parking policy and management as tools to maximize the use of space to serve various modes of transportation and diverse user needs, increase the value of important public assets beyond their existing operating and revenue generating capabilities, and advance city building goals. Ultimately, with better parking management the following opportunities can be realized:

- People and goods move faster and more efficiently
- Some travel shifts to greener, more sustainable modes
- Drivers can find parking more quickly and easily
- Curb space is freed for those who need it
- Buses and streetcars run more reliably all day
- Underutilized parking can be used for other municipal purposes
- Parking users pay fair rates for services that reflect the value of land and policy objectives
- Toronto residents will better understand parking policies

Development of the Strategic Parking Framework

To ensure the effective coordination and decision-making between City divisions and agencies with parking assets and requirements, a senior-level Parking Advisory

Committee (PAC) was created to act as an executive steering body. PAC was led by the General Manager of Transportation Services and included other senior-level staff from City Planning, Economic Development & Culture, Toronto Parking Authority, CreateTO, Toronto Police Service, Parks and Recreation, Corporate Real Estate Management, along with the TTC and other City divisions, agencies and external partners.

A set of key principles were established at the outset by PAC and have been used to guide the development of the Strategic Parking Framework. Goals, Big Moves, policies, actions and implementation approaches, which are discussed later in the report, have been developed in alignment with the following seven principles:

1. **System Wide Thinking:** Consider parking supply holistically (private, public, on-street and off-street) and manage using a range of levers at the City's disposal.
2. **Policy & Program Alignment:** Align to Official Plan and other Council approved policies, plans and initiatives, including the Corporate Strategic Plan
3. **Outcome Focused:** Focus on most impactful opportunities to achieve goals.
4. **Inclusive & Equitable:** Plan parking that allows for choice, ease, and speed among users.
5. **Resilient and Adaptable:** Maintain a flexible approach which anticipates emerging opportunities and future scenarios.
6. **Fiscal Forethought:** Account for lifecycle costs and benefits of parking interventions, including operating, revenue, capital and land value.
7. **Integration & Efficiency:** Bring together initiatives and decisions of multiple City departments and agencies.

Foundation for the Framework

A range of technical background papers, research on peer jurisdiction best practices, and engagement initiatives were undertaken in the initial stages of this work to inform key technical areas and understand the current context for parking management from the perspective of internal and external interested parties.

The three foundational pieces for the Strategic Parking Framework were as follows:

- *Review of background policies and technical background papers:*

This included a review of current policies in place for Toronto as well as technical background papers focusing on key themes such as equity, traffic operations, film industry needs, pricing, parking inventory and governance.

- *Best practice research:*

The challenges faced by Toronto today to manage parking and curbside space are not unique and many cities around the world are working to solve similar issues. While the
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actions and policies in this framework are contextualized to the needs of communities in Toronto, a review of how other cities were approaching different problems was conducted to better understand peer communities' approach around the world. The cities that were part of the case study list included Vancouver, Edmonton, Montreal, Seattle, Austin, San Francisco, Chicago, New York, Portland, Auckland NZ, Melbourne AU, as well as Copenhagen, Milan and Paris.

- *Engagement sessions:*

There are various interested parties that are part of managing the parking system in the Toronto today. These include internal City divisions and agencies, as well as external community and business interested parties directly managing parking, whose customers rely on parking, or who are leading innovative research related to parking. These parties were engaged through fourteen (14) engagement sessions in two phases, through 2023 and 2024, and included representation from ten (10) different City divisions/agencies and over forty-five (45) external groups. Participants included public and private parking providers, academia, research and advocacy groups, policy makers, enforcement, parking users, downtown and various business improvement areas.

Goal, 'Big Moves', Policies and Actions

Feedback from engagement sessions informed the refinement of the goals, helped identify the most pressing issues and crucial opportunities, and supported shaping the strategic directions, policies and actions, which are discussed further below.

Goals:

***Mobility:* Supporting the efficient movement of people and goods throughout the City.**

Effective parking management systems will reduce cruising for parking, improve user clarity on when and where to use parking, disincentivize unnecessary driving, and facilitate multi modal trips for people driving to transit stations. Parking management can be a tool to relieve pressure on the curb to improve the speed and reliability of surface transit, as well as the safety of cyclists on the road.

***Access:* Supporting Torontonians to access businesses, services, and other opportunities across the City.**

Parking enables (and hinders) access for people travelling by car, bicycle and/or bus. Effective management - how car parking is supplied, priced, operated, and enforced - will improve access by reducing traffic, improving safety, or increasing space availability for sustainable transportation options (e.g., bike parking, EV parking, car-share parking, dedicated transit lanes). It can improve the availability of car parking for people who need to access critical services, such as people with limited mobility, and people who need to access businesses, amenities (e.g., hospitals, hockey rinks, etc.) or workers who cannot use transit based on their hours and destinations where alternatives to driving may be limited or unfeasible.

***Economic Sustainability:* Supporting the City's economic well-being and the unique function of Toronto's diverse neighbourhoods.**

Many businesses, commercial operations and major destinations depend on some form of parking in proximity to their operations such as readily available and expeditious opportunities for loading, goods delivery and people visiting local businesses to shop or dine. The film industry often requires on-street parking for production vehicles to support on-site filming. Through effective parking management, the City can support local businesses and the film industry, thus supporting the economic growth and vibrancy of the city as a key regional and international destination.

‘Big Moves’

The Strategic Parking Framework is structured around six (6) ‘Big Moves’, discussed below, to advance forward looking approaches to parking policy development, management and decision making, for both on-street and off-street parking, and both public and private provision.

Big Move A - Plan and Manage Parking on an Area Basis.

- Parking supply is planned for and managed by geographic areas (e.g., BIAs) to ensure that the mix of on-street and off-street parking is optimized to support neighbourhood patterns and characteristics, and that all parking is used efficiently.

Big Move B - Track parking data and leverage it as a resource for all users.

- Parking data is tracked comprehensively, made available to be leveraged by internal and external partners and utilized to improve the customer experience.

Big Move C - Price and Reinvest in Sustainable Mobility.

- Parking is priced to distribute demand between on-street and off-street locations, encourage use of other modes and generate a revenue stream for the City to re-invest in sustainable mobility services (e.g., car-share, bike-share, priority transit routes).

Big Move D - Make Carshare Parking Readily Available.

- Encourage carshare uptake by expanding free-floating carshare parking using a phased approach that builds on neighbourhood needs and conditions, local travel patterns and preferences. This includes the integration of carshare parking in off-street TPA lots to compliment on-street carshare programs.

Big Move E - Modernize Technology for Efficient Parking Management.

- Toronto to use modern technology systems to efficiently manage how parking is planned, delivered and operated.

Big Move F - Unify leadership and decision making.

- Ensure the City governs parking as a system through stronger inter-divisional/agency collaboration and centralized steering of policy development and implementation.

Under each of these six (6) ‘Big Moves’, twelve (12) policies were developed with forty-four (44) associated actions. A comprehensive and detailed summary of each ‘Big

Move' can be found in Attachment 1 appended to this report and includes the associated partners responsible for the actions and implementation timeframes.

First-Year Implementation Steps

Implementing the full extent of the policies, actions and ambitions of this parking framework will take a number of years. With a firm foundation initiated early on, the City will be in a strong position to build momentum and support for the range of opportunities identified in Attachment 1.

Below are the key first-year implementation steps that the City can initiate to have the biggest impact in advancing the strategic objectives:

1. Creating a Parking Inventory (Action A1.2)

A public and private inventory of parking supply would be compiled to support area level decision making and to eventually make available through Open Data. This would be achieved by:

- a. Completing the digitization of all curbside bylaws (currently 70% complete).
- b. Creating a more detailed curbside inventory
- c. New signage to identify parking availability

2. Support main street BIAs on area specific strategies to manage customer parking, including understanding their customer travel behaviours (Action A1.3)

This work would entail:

- a. Kick-off with three (3) BIAs to initiate the program and work collectively with Economic Development & Culture to deliver strategies.
- b. Pilot performance-based parking pricing in one or more of these areas.
- c. Pilot parking signage improvements (Action B2.4).

3. Advancing more Car-Sharing (Action D1, various)

- a. Expansion of Free-floating Car-share Parking Outside of Permit Parking areas.
- b. Protecting car-sharing spots in new developments once approved by City Council.
- c. Updating the Car-Share Vehicle Area Program – revisit current criteria, including the approval process for confirming new locations.

4. Reform the Role of the Parking Advisory Committee developed for the Strategic Parking Framework from 'Advisory' to 'Steering' (Action F1.1)

The Parking Steering Committee would provide input and signoff on parking policies and major initiatives with broad city-wide parking implications.

5. Begin the feasibility review to centralize the administration and operation of all city-owned parking lots (paid or unpaid) under one operator (e.g., TPA). Include in the review the Civic Centres, TTC stations, Arenas, Recreation Centers, Libraries, Parks, Exhibition Place and other commercial parking assets) (Action F1.4)

Through this initiative, explore whether such centralization would:

- a. Allow City divisions/agencies ability to focus on their core business (e.g., Parks and Recreation don't want to be focusing on parking), with TPA concentrated on its expertise in mobility.
- b. Most of the parking lots the TPA manages on behalf of other divisions are designated as municipal parking facilities (MPFs) in the Toronto Municipal Code – centralizing all commercial parking with TPA is in line with advice from City Legal that agreements with other divisions should not be entered into for MPFs.
- c. This approach could be consistent with the city-wide real estate model.
- d. A more sustainable business model for the TPA enables build out of mobility hubs with other complementary services (e.g., EV charging, Bike Share, Delivery Hubs, etc.).
- e. Improved Customer Service: Residents and visitors want one all inclusive brand. It makes it easier to find, pay, dispute, and plan.

6. *Manage Parking enforcement centrally through a single point of contact*
(Action F1.5)

The Toronto Parking Authority (TPA), working with Toronto Police Service (TPS), would explore and develop a plan to transfer the management of certain on-street parking enforcement programs from TPS's Parking Enforcement operations to the TPA.

- a. Current state of enforcement is complicated to navigate (different groups managing different sites (e.g., on-street, off-street, paying fines, disputing fines).
- b. TPA has expertise in parking and emerging technologies and is positioned to oversee enforcement both on and off-street – which would allow TPS to focus more on public safety.
- c. Enforcement centralization would enable a quicker transition toward vehicle based Automated License Plate Reader technology (ALPR), allowing for more efficient on and off-street enforcement. Using ALPR will drive enforcement revenue as well as compliance with parking.

Public Feedback on 'Big Moves'

During the study, to achieve focused feedback and to validate the recommended 'Big Moves' and actions, a comprehensive City webpage was created www.toronto.ca/parkingstrategy. The online consultation featured a three-minute video to introduce members of the public to important concepts related to public parking. Specifically, the video, which received 3,300 views, reminded viewers of the many competing uses of curb space on main streets and public value of promoting the use of off-street parking lots.

A dynamic survey with sixty (60) questions focused on the fourteen (14) main themes of the 'Big Moves' was offered to those wanting to participate. The webpage was promoted through online paid advertising, City social media accounts, the weekly Councillor Update, and direct emails to previously engaged stakeholder groups.

Staff also reached out to Business Improvement Areas, Parking Providers, Accessibility, Cycling and Delivery associations requesting their participation in the survey. More than 14,000 people visited the webpage. The survey was active from November 12, 2024 to November 26, 2024 and yielded more than 8,000 participants with 80% answering all questions.

Some of the feedback heard during the survey, is further summarized in Attachment 2 appended to this report.

Conclusion

Management of parking is a complex activity with a range of decisions made every day by multiple City business units, City agencies, and the private sector. These decisions require consideration of policy, operational, infrastructure and financial dimensions to arrive at a successful resolution, with all parts of the system working together.

The Strategic Parking Framework outlined in this report is being recommended to advance City parking initiatives. The combination of high-level policy directions and thoughtful strategic implementation will ultimately improve mobility, access and improved economic sustainability for Toronto.

Also, at this time there are no resources within the current staff complement to deliver the many actions of the Strategic Parking Framework over the next number of years, especially the first-year implementation steps identified earlier in the report. To-date the development of the Framework has relied heavily on the services of a consultant. Therefore, Transportation Services will include initial resources to support Strategic Parking Framework during the 2026 Operating Budget process. Transportation Services will continue to work with partner divisions and agencies to identify budget and resourcing requirements relating to the implementation of the 'Big Moves', associated policies and initiatives discussed in this report, and summarized in Attachment 1 for further consideration through future budget processes.

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ATTACHMENTS

Attachment 1: City-Wide Strategic Parking Framework: Big Moves, Policies and Actions

Attachment 2: Public Feedback on 'Big Moves' and Actions through an On-line Survey

Attachment 1: City-Wide Strategic Parking Framework: Big Moves, Policies and Actions

Big Move A - Plan and Manage Parking on an Area Basis

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
A1	The City will manage parking supply on an area-basis - The City will consider both the off- and on-street public parking supply and how to re-distribute parking demand in a defined area.	A1.1	Develop and implement a framework for managing parking supply at an area level. The City will create a framework for defining geographical areas of the City (e.g., BIAs, etc.) in which to manage supply. The framework will guide how to consider where there is a need to preserve parking, where there are shortages and where to invest and divest. Ultimately, each defined area or zone may have different pricing, enforcement or other operational strategies to ensure parking needs are met.	Parking Advisory Committee	Short Term: (1 to 2 years)

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
		A1.2	Build and maintain a comprehensive data set (public and private) on existing and planned supply (public and private) to support area level decision making for e.g., - Approving off-street parking in new developments - Identifying surplus off-street parking and conversion opportunities (e.g., housing)	Transportation Services, CreateTO, City Planning	Medium Term: (2 to 3 years)
		A1.3	Support main street BIAs to better understand their customers travel behaviours, including transit and develop travel plans in conjunction with area parking management strategies.	Transportation Services, Economic Development & Culture	Medium Term: (2 to 3 years)
		A1.4	Require traffic management plans for construction projects or events to identify parking loss and demand, including nearby alternative parking locations.	Transportation Services (Work Zone)	Short Term: (1 to 2 years)
		A1.5	Create a city-wide framework for managing residential parking supply (current and future) on an area-wide basis.	Transportation Services (Permits & Enforcement)	Short Term: (1 to 2 years)

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
A2	The City will pursue partnerships to optimize utilization of existing parking supply - The City will be guided by the total supply of public and private parking in a given area to make decisions about publicly provided parking supply, how to optimize the use of City lots for the broad array of mobility services, and parking considerations for planning applications.	A2.1	Collaborate with internal City departments to track and optimize utilization of existing parking supply.	Transportation Services, City Planning, TPA	Medium Term: (2 to 3 years)
		A2.2	Pursue partnerships with private parking operators to integrate supply side information.	TPA, City Planning	Medium Term: (2 to 3 years)
		A2.3	Develop a framework to support the eventual implementation of dynamic pricing that could support optimizing parking utilization on an area-wide basis.	TPA	Short Term: (1 to 2 years)
A3	The City will encourage appropriate use of parking facilities (e.g., short-term curbside use, long-term off-street lot use) that reduce congestion and cruising.	A3.1	Develop an enforcement strategy that prioritizes enforcement resources to transit and cycling corridors, and main streets with time limited parking.	Toronto Police Service (Parking Enforcement), Transportation Services	Short Term: (1 to 2 years)
		A3.2	Explore opportunities to convert one on-street parking space per block to parking for bicycles and cargo bikes on cycling and transit corridors.	Transportation Services (Cycling & Pedestrian Projects via resident requests)	Medium Term: (2 to 3 years)

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
A4	The City will support parking at major transit stations to achieve network ridership benefits that improve access to higher order transit for people from areas with poor transit accessibility	A4.1	Review parking at TTC stations to focus on supporting access to higher order transit for people from areas with poor transit accessibility.	TTC, TPA, CreateTO	Medium Term: (2 to 3 years)
		A4.2	Advance TPA partnerships with Metrolinx for GO stations to incentivize mode shift to transit.	TPA and Metrolinx	Medium Term: (2 to 3 years)
A5	The City will support EV uptake through its parking policies	A5.1	Consider opportunities to incentivize parking for EVs and low emission vehicles at off-street City properties to encourage their uptake for those who need to drive but do not have access to residential EV charging.	TPA and Environment, Climate & Forestry	Medium Term: (2 to 3 years)

Big Move B - Track Parking Data and Leverage as a Resource for All Users

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
B1	The City will bring together and use information on supply and utilization to comprehensively manage on and	B1.1	Develop and manage a regularly updated parking inventory database that includes data on capacity and utilization across the City.	Transportation Services	Short Term: (1 to 2 years)

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
	off-street parking.	B1.2	Undertake an economic impact assessment of parking lots in BIAs to understand impact on local business communities.	Transportation Services	Short Term: (1 to 2 years)
		B1.3	Use one common platform (app, website) to share information about temporary reconfigurations.	Transportation Services	Medium Term: (2 to 3 years)
		B1.4	Integrate information on area parking supply into the development review process for parking approvals in new developments.	Transportation Services, City Planning	Short Term: (1 to 2 years)
		B1.5	Share data via the Open Data Toronto portal to facilitate research and third-party applications that support improved parking services.	Transportation Services	Medium Term: (2 to 3 years)
B2	Parking information systems will support consistent and comprehensive customer experience of parking	B2.1	Develop a consistent wayfinding and information system for parking users that can be applied to both private and public parking. This could include, but is not limited to, digital signage.	TPA with support from various Transportation Services units	Long Term: (3 to 5 years)

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
	wayfinding and information	B2.2	In the short term, make information on City parking location, price and hours of operation publicly available for transparency and better customer experience (e.g. via the Green P Mobility website and app).	TPA	Short Term: (1 to 2 years)
		B2.3	Communicate temporary parking loss and parking alternatives via City website and Green P app.	Transportation Services, TPA	Short Term: (1 to 2 years)
		B2.4	Review signage and online information about parking regulations to increase legibility and predictability for users.	Transportation Services (Signs & Pavement Markings) with support from PAC	Short Term: (1 to 2 years)

Big Move C - Price and Reinvest in Sustainable Mobility

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
C1	Use pricing to redirect cars from parking on-street to off-street in congested areas - higher parking rates for on-street parking can encourage more people to use off-street parking for longer-term parking.	C1.1	Adjust rates to manage parking utilization to ensure some spaces are always available.	TPA	Short Term: (1 to 2 years)
		C1.2	Use pricing to re-direct long-term parking to off-street lots where parking is priced lower than on-street.	TPA	Short Term: (1 to 2 years)
		C1.3	Use pricing to encourage use of on-street parking for short-term trips that will ensure a certain share of on-street parking spaces will be available for business operations (e.g., deliveries, loading, etc.).	TPA	Medium Term: (2 to 3 years)
		C1.4	Introduce special increased parking rates and explore special event transit fares to discourage driving, manage congestion, and free up space for transit.	TTC and TPA	Medium Term: (2 to 3 years)
C2	Generate revenue streams from City parking consistent with shifts to sustainable mobility - the City can leverage revenues from	C2.1	Introduce rates to all City-owned off-street parking lots that currently provide free public parking, including parks, community centres, libraries, and arenas.	TPA	Long Term: (3 to 5 years)

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
	existing and new parking revenues to reinvest in mobility services like cycling, EV charging, and mobility hubs to create a stronger link between parking and the City's multimodal transportation system.	C2.2	Establish paid delivery and loading zones (as recommended in the Curbside Management Strategy).	Transportation Services	Long Term: (3 to 5 years)
		C2.3	Re-invest parking revenue from paid parking and fines/penalties to improve sustainable transportation access, whether it is public transit, cycling, Bike Share or pedestrian infrastructure.	Parking Advisory Committee	Short Term: (1 to 2 years)

Big Move D - Make Car-Share Parking Readily Available

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
D1	The City will encourage car-share uptake over private vehicle ownership - the City will use parking policies to facilitate the expansion of car-share availability in Toronto.	D1.1	Expand on-street free-floating car-share parking outside of permit parking areas through a phased approach based on neighbourhood conditions and demand.	Transportation Services	Short Term: (1 to 2 years)
		D1.2	In collaboration with car-share providers, identify initial list of residential areas that should allow permit parking to support the expansion of free-floating car-share.	Transportation Services, Car-share companies	Short Term: (1 to 2 years)
		D1.3	Provide publicly accessible off-street EV charging infrastructure for car-share to encourage car-share uptake.	TPA and Environment, Climate & Forestry	Long Term: (3 to 5 years)
		D1.4	Dedicate a share of on-street parking spaces for car-share vehicles, where there is demonstrated demand.	Transportation Services	Short Term: (1 to 2 years)
		D1.5	Work with car-share providers to provide more dedicated car-share parking in off-street lots, especially in areas where residential permit parking is at 100% capacity.	TPA, Transportation Services	Medium Term: (2 to 3 years)

Big Move E - Modernize Technology for Efficient Parking Management

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
E1	The City will advance a centralized and modern parking management technology system	E1.1	<p>Conduct a needs assessment for each City entity to understand how improved parking related technologies and data could support their work programs.</p> <p>The city continues to test new technologies to improve various parking programs including enforcement and make access to parking information accessible and user friendly.</p>	Parking Advisory Committee	Long Term: (3 to 5 years)
		E1.2	<p>Develop a performance specification for a modern city-wide parking management system, considering needs related to monitoring supply and utilization, enforcement, price setting, permitting, and customer information (e.g., lowering cost of enforcement, increasing coverage, increasing revenue generation, improving customer experiences, etc.).</p>	Parking Advisory Committee	Short Term: (1 to 2 years)

Big Move F - Unify Leadership and Decision Making

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
F1	The City will steer parking management with a system-wide lens	F1.1	Reform the role of PAC from advisory to steering Require PAC input and sign-off on parking policies and major initiatives with broad city-wide parking implications.	Parking Advisory Committee	Short Term: (1 to 2 years)
		F1.2	Consider delegation of certain decision-making authorities to PAC.	Parking Advisory Committee	Long Term: (3 to 5 years)
		F1.3	Develop approaches to include perspectives of private parking providers into policy making - i.e., policy level engagement (in addition to current practice which focuses on initiative related feedback).	Parking Advisory Committee	Medium Term: (2 to 3 years)
		F1.4	Operate all City-owned off-street public parking consistently through a single operator (e.g., TPA).	TPA and Various divisions and agencies operating parking facilities	Short Term: (1 to 2 years)
		F1.5	Manage parking enforcement (on-street and off-street) centrally through a single point of contact.	TPA	Long Term: (3 to 5 years)

Policy		Actions		Partner Division, Agency or Other	Implementation Timeframe
		F1.6	Initiate a forum for discussion (and/or new innovation challenge) with third party app providers to investigate opportunities for a centralized parking information system for the entire city.	Parking Advisory Committee	Long Term: (3 to 5 years)
		F1.7	Create a framework (City objectives, cost sharing models, etc.) for partnering with academic institutions focused on strategic parking research.	Parking Advisory Committee	Medium Term: (2 to 3 years)
		F1.8	Initiate public education on opportunities to reform parking management, focusing heavily on how parking management can help the City advance its city building goals.	Parking Advisory Committee	Short Term: (1 to 2 years)

Attachment 2: Public Feedback on ‘Big Moves’ and Actions through an On-line Survey

Public Feedback

Responses were received from every ward across the city, with very high representation in Toronto & East York Community Council area, which was a priority area for this topic.

Responses included an equal sample of participants by gender, age and household income, although not statistically representative. Approximately,

- 80% of respondents travel by driving
- 63% use public transit and
- Over half travel by both driving and transit
- 40% of surveyors said they travel by bike, and or as a passenger in a vehicle.

Participants included over four hundred (400) small business operators, and over two hundred (200) drivers for delivery and/or private transportation companies. This high degree of diversity in stakeholder types and substantial quantity of responses from road users provided ample opportunity for analysis and insights into public opinions.

Responses to survey opinion questions showed broad support for the city building goals of Mobility, Access and Economic Sustainability, with 80% in agreement or strong agreement. Of the fourteen (14) action ideas presented in the survey, the most supported were:

- More parking enforcement on main streets
- Manage parking supply by local area
- Always identify temporary parking loss
- Mobile app to find parking
- Inform main street businesses about how their customer’s travel
- Use parking income to fund sustainable transportation

The least popular action idea was related to pricing, which was seen as surge pricing, with respondents concerned it would result in higher and unpredictable costs that would feel unfair for most drivers. Coincidentally, this action was the one participants admitted they knew little about. Staff recommend further communication to the public to ensure they understand the benefits to this initiative.

Based on analysis of open-ended comments submitted in the survey, some common trends in public feedback include the following:

- Frustration with the perceived high cost of parking
- Desire for an increase in the availability of public parking spaces
- Divided opinions on trade-offs for replacing some on-street parking with bike lanes or priority transit lanes
- Concerns from people who are disabled, elderly, and families who rely on cars
- Frustration with parking payment systems that rely solely on apps

- Complaints about perceived inequities in how infrastructure benefits certain groups, such as cyclists versus drivers, or higher income drivers
- Concerns about privacy from camera-based payment and enforcement
- Suggestions that any automated enforcement regime needs flexibility to meet practical customer and business operation needs
- Suggestions that any reduction in parking requires first a drastic improvement in the quality, reliability and convenience of public transit.