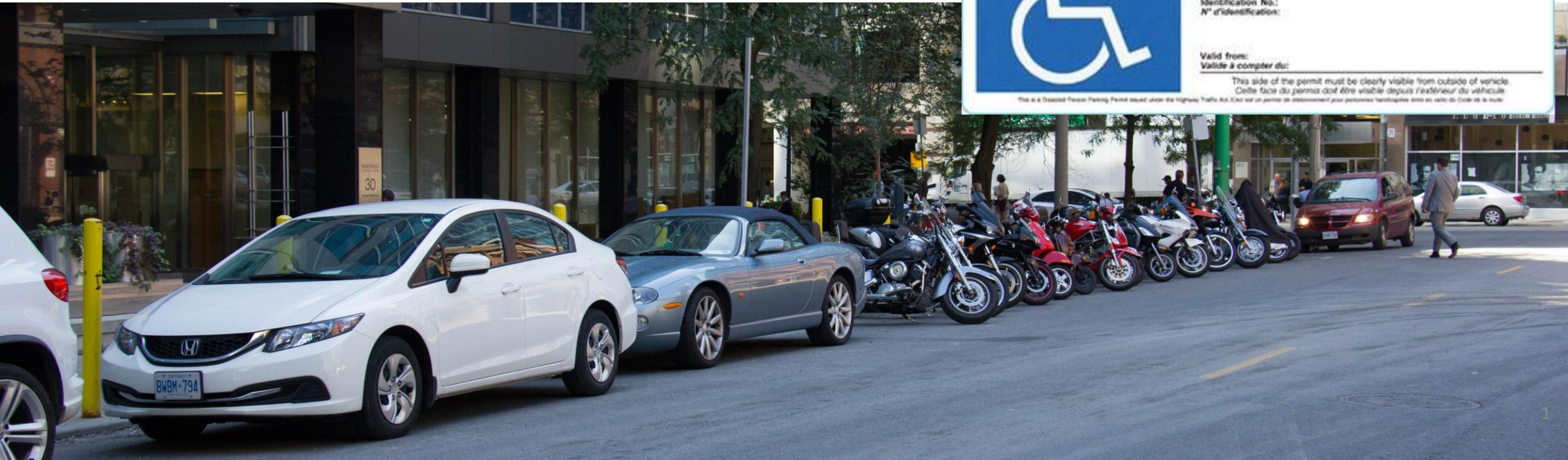


A Review of Accessible Parking Permit Exemptions

From:

Michael Cude, Project Manager,
Operational Policy, Data & Strategic Initiatives, Transportation Services

May 4, 2026: Presentation to Toronto Accessible Advisory Committee





Agenda

- Background (history and the request)
- Accessibility in the city (numbers and consultations)
- Municipal Review
- Current Exemptions
- Impact to On-Street Parking
- Impact on Enforcement
- Next Steps

History of Exemptions

Rationale

- Initiated Pre-Amalgamation:
Smaller population
- Less diverse curbside (i.e., CafeTO, Bike Lanes, RapidTO, Loading Zones)
- Fewer Accessible Parking Permits in the 1990's
- Mobility may make it difficult for some APP holders to access payment machines

sample of a main street



The Request



Several City Councillors have requested the General Manager, Transportation Services review the exemptions offered to Ontario Accessible Parking Permit (APP) holders

Concerns:

- Overuse – number of APP's are growing
- Misuse – Increasing number of complaints directed to councillors' offices
- Impact on permit parking and TPA on-street inventory

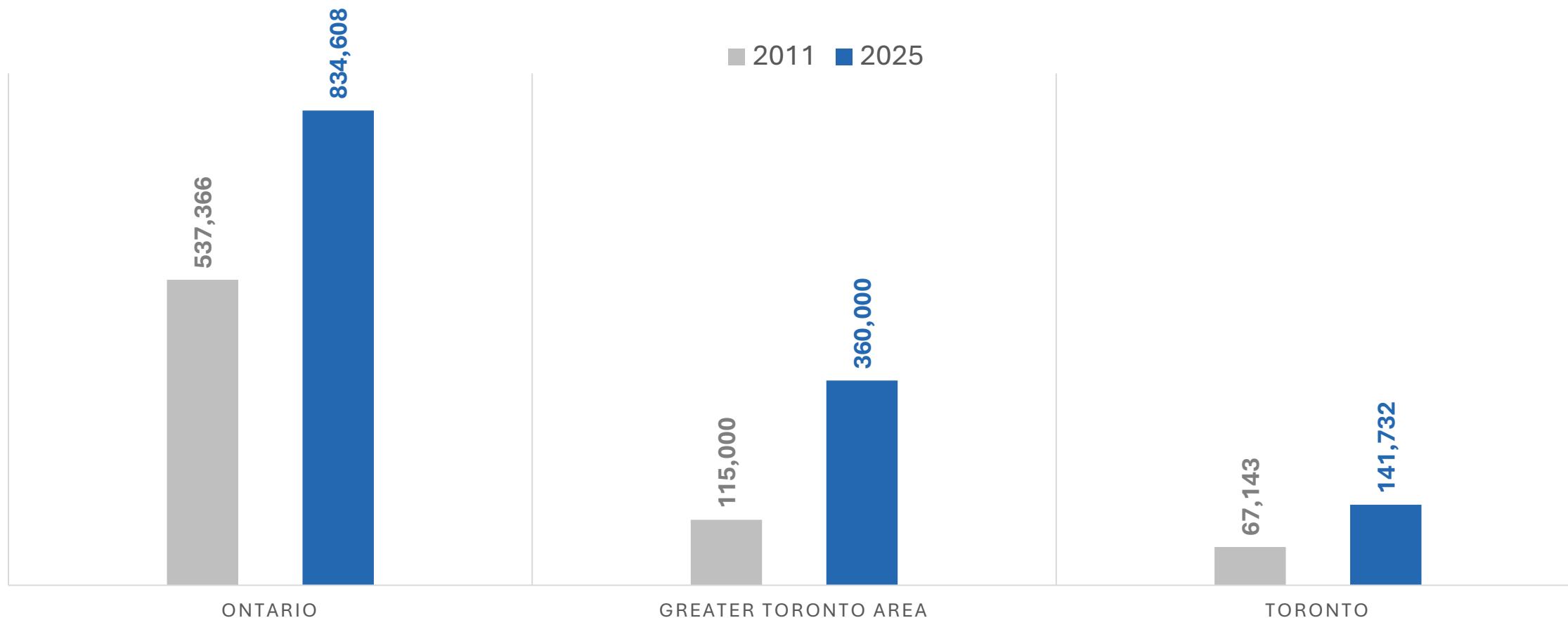
Motion at the February 25 Infrastructure and Environment Committee: <https://secure.toronto.ca/council/agenda-item.do?item=2026.IE27.16>

The Infrastructure and Environment Committee:

1. Requested that the General Manager, Transportation Services, and the City Solicitor, to report to the May 4, 2026 meeting of the Toronto Accessibility Advisory Committee with equitable solutions for conflicts and other issues associated with the current on-street parking exemptions offered to holders of provincial Accessible Parking Permits, and to report back to Infrastructure and Environment Committee at the June 10, 2026 meeting.

Number of Accessible Parking Permits on the Rise

NUMBER OF ACCESSIBLE PERMITS ISSUED



Current Number of Accessible Parking Spaces & Loading Zones in Toronto



1,200+

Dedicated
Accessible
Parking
Spaces



200+

Accessible
Loading
Zones

***Transportation Services plans to proactively add more Dedicated Accessible Parking Spaces via a Guideline in 2027

Consultation with the Accessibility Community



Feedback From:

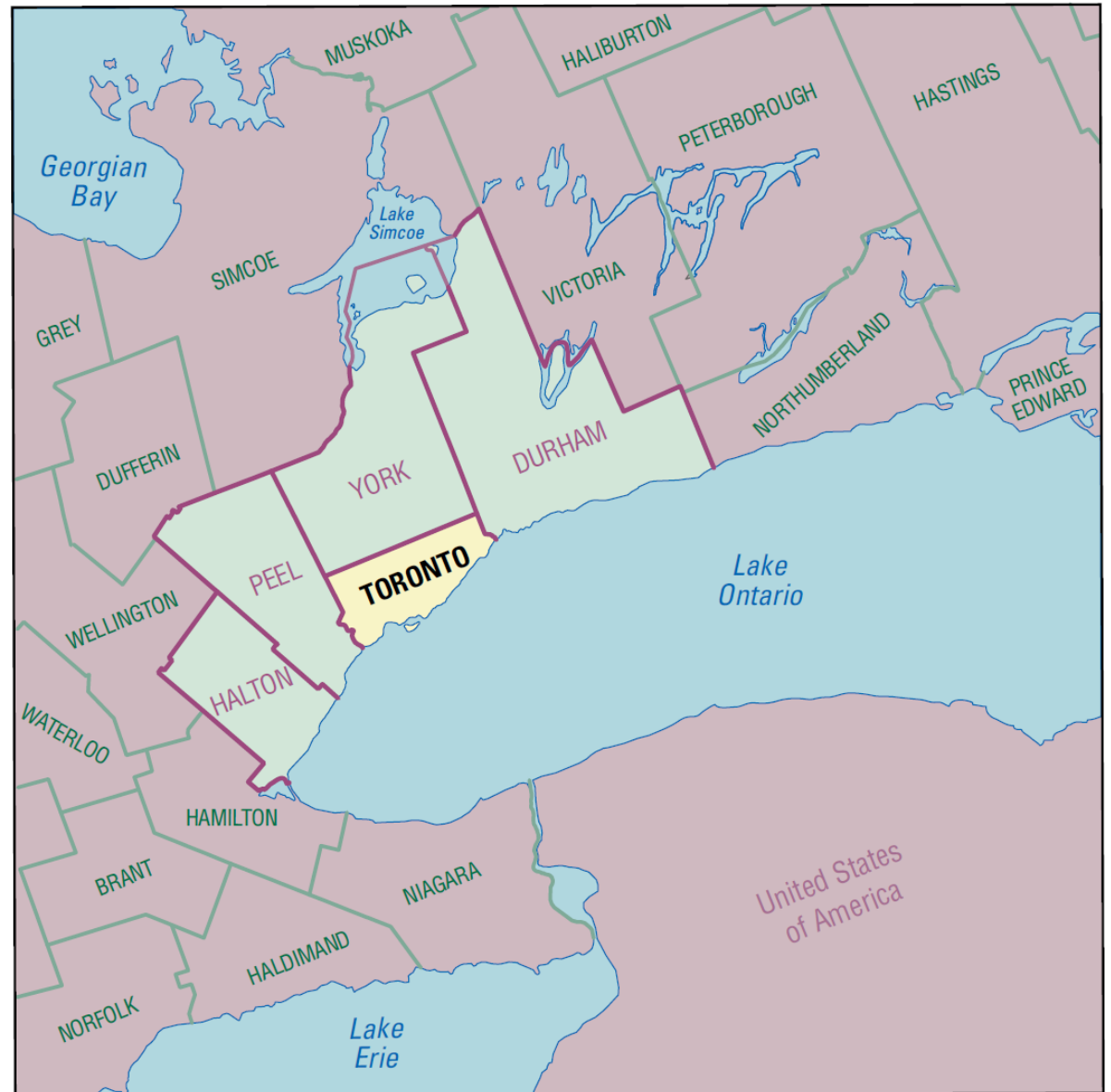
- Spinal Cord Injury of Ontario
- Toronto Accessible Parking Coalition
- Easter Seals
- Academia in the Field of Accessibility
- Toronto Equity & Accessibility Office (SDF&A Division)

Key Findings:

- Payment for spaces is not an issue if sufficient dedicated spaces are provided
- Supportive of the Toronto Accessible Parking Guideline
- Acknowledge abuse is growing
- Advocate for stricter eligibility and enforcement
- 36% of respondents with disabilities indicate accessible parking as a physical barrier. 56% of them cite it as having a major impact when driving

Review of Exemptions in Ontario

- 444 municipalities in the Province
 - Less than 50 offer Accessible Parking Permit exemptions
- Toronto
 - Free on-street paid parking
 - Allowed to park in “No Parking” zones
- **Hamilton:** Offers exemptions for up to 3 hours at on-street meters and up to 12 hours on time-limited streets.
- **Ottawa:** Permits 4-hour parking in “No Parking” zones and free parking at meters, with specific, time-limited exceptions.
- **Niagara Falls:** Allows 2-hour free on-street parking.



Accessible Parking Permit Exemptions by Jurisdiction

Municipality	On-Street Payment Exemption	Off-Street/Municipal Lot Payment Exemption	Time Limit Exemption	Exemptions/Notes
Toronto	Yes (if vehicle < 3000kg, buses)	No exemption	Can exceed signed limits (e.g., 3x posted or unlimited if no limit)	Exempt from some no-parking signs (10am-3pm, not rush hours), exempt from on-street permit parking requirements
Hamilton	Yes, up to 3 hours	Yes, up to posted limit or 8 hours	Yes, Limited to 3 hours on-street, 8 hours off-street	Applies only to City-operated lots; recent changes limit to 3 hours at paid meters
Ottawa	No exemption	No exemption	No exemption	Not exempt from school bus, taxi, police zones; subject to winter bans, no blocking driveways, hydrants, or within 9m of intersections
London	Yes, depends on meter limit (usually 2 hours)	Yes, up to 2 hours in designated stalls	Limited to 2 hours	-
Windsor	Meters apply unless meter head removed in designated spots	Yes, free in paid surface lots (even non-accessible spaces)	Maximum time on signs	Free in commercial loading zones for specified time
Kitchener	No	No	No	No
Barrie	Yes, at permitted locations	Yes, at permitted locations	No exemption	Not exempt from overnight bans
Mississauga	Yes, at metered and pay/display areas	Yes, at pay/display	Residents may get exemption from 3-hour limit if driveway issues	Visitors must call for 3-hour considerations
County of Brant	No exemption	No exemption	Yes, exempt from time limits in lots and streets	-

Accessible Parking Permit Exemptions



- Signed prohibited parking areas
- Signed parking limits such as one-hour and two-hour maximums.
- Signed on-street permit parking areas/streets
- On-street parking meters, pay and display machines, and mobile only zones (via app)
- Unsigned maximum city-wide 3-hour parking limit

* Above situations where parking is permitted, it is permitted for a period not to exceed a maximum of 24 hours

Impacts on the Residential Parking Program



Impact of exemptions:

- Inaccurate inventory of parking spaces impacts decision making
- Unauthorized use by non-residents reduces the availability of permit parking for Toronto residents

Impacts on On-Street Paid Parking

- Less turnover of parking spaces
- Inaccurate inventory
- Less flexibility to influence parking behaviour (i.e., Dynamic/Progressive pricing, congestion)

Note: All Off-Street Parking require payment



Impacts of Exemption in 'No Parking' Zones



Parking Near Intersections:

- Shorter setbacks which impacts visibility, safety, and congestion
- Impacts loading



Can create bottlenecks on residential streets, potentially delaying or restricting access for emergency vehicles

Impacts to Temporal Parking

- APP's limits parking turnover
- Time limits are meant to protect residents with permits
- Impact to traffic flow

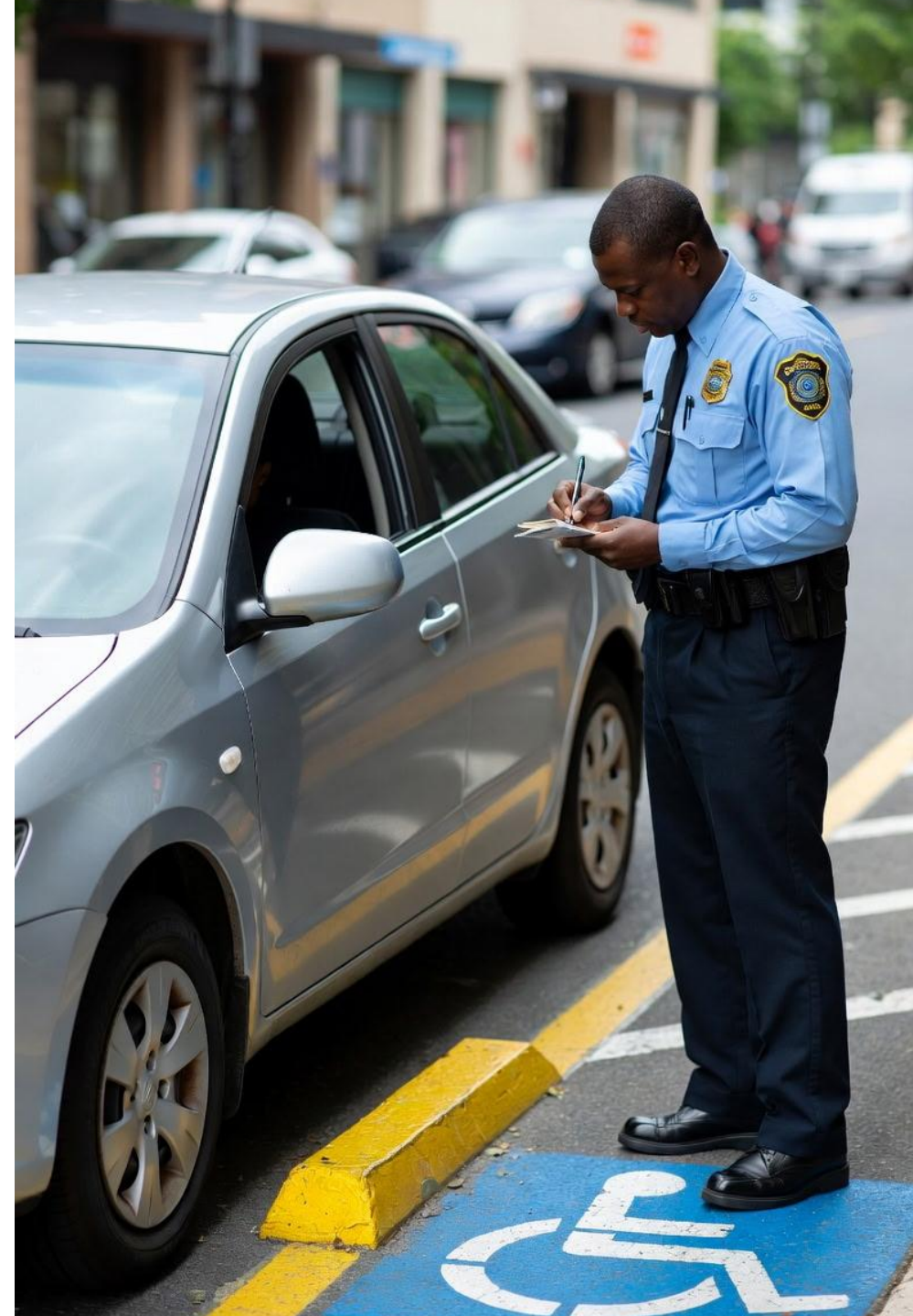


Impact on Enforcement

- Impact to future Automated Enforcement initiatives via ALPR technology (Accessible Permits are not connected to license plates)
- Regulation consistency amongst all parked vehicles will help improve curbside management and enhance enforcement activities.

APP Enforcement in 2025:

- 8,011 related offences
- 250 complaints
- 298 confiscated APP permits
- 211 cautions related to APP



Next Steps



Report to June 10, 2026 Infrastructure & Enforcement Committee

Ongoing Initiatives:

Re-examine existing APP exemptions

Dedicated Accessible Permit Parking (DAPP) Space Guideline

Proactively increasing the supply of DAPP spaces

Improved communication on DAPP locations via city website