Agenda – Council – September 25, 2025

Report – Standing Policy Committee on Public Works – September 11, 2025

Item No. 3 Amendments to the Winnipeg Parking By-law and Municipal By-law Enforcement Act Enabling By-law

STANDING COMMITTEE RECOMMENDATION:

On September 11, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That the proposed amendments to the Winnipeg Parking By-law No. 86/2016 and the Municipal By-law Enforcement Act Enabling By-law No. 59/2016, a draft of which is attached as Appendix A, be approved.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

Report – Standing Policy Committee on Public Works – September 11, 2025

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On September 16, 2025, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Public Works and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On September 11, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Amendments to the Winnipeg Parking By-law and Municipal By-law Enforcement Act Enabling By-law

Critical Path: Standing Policy Committee on Public Works - Executive Policy Committee - Council

AUTHORIZATION

Author	Department Head	CFO	CAO
R. Topolniski	J. Berezowsky	T. Graham	J. Dunford

EXECUTIVE SUMMARY

The Winnipeg Parking By-law No. 86/2016 sets out rules for parking and stopping on:

- Public streets;
- City-owned surface lots; and,
- Residential property

The bylaw currently handles "No Stopping" in two ways. One rule prohibits stopping anytime. The other prohibits stopping during specific periods (e.g. 7 a.m. to 9 a.m. and 3:30 p.m. to 5:30 p.m.).

At some locations, these peak periods are longer or different because of:

- Higher traffic volumes;
- Need for more travel lanes at certain times of day; or
- Safety provisions.

These inconsistencies can confuse motorists. They can also cause administrative inefficiencies for enforcement as they require no-stopping violations to be classified as two different offences.

Changes to the Winnipeg Parking By-Law and Municipal By-law Enforcement Act (MBEA) Enabling By-law could make things easier.

The Public Service recommends combining the two existing offences into one singular offence. Doing so will standardize the fine amount to $100 (early payment discount $75) to reflect the significant impact non-compliance has on traffic flow and safety.

The proposed change reflects current operational realities. It supports a clearer, more consistent traffic system. It enables more straightforward enforcement. It also allows for clearer communication with the public.

Finally, it aligns with recent Committee decisions, such as the April 14, 2025, direction from the Standing Policy Committee on Public Works to extend stopping prohibitions on St. Mary’s Road.

RECOMMENDATIONS

1. That the proposed amendments to the Winnipeg Parking By-law No. 86/2016 and the Municipal By-law Enforcement Act Enabling By-law No. 59/2016, a draft of which is attached as Appendix A, be approved.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

REASON FOR THE REPORT

Only Council has the authority to amend City By-laws.

IMPLICATIONS OF THE RECOMMENDATIONS

There are financial implications to the recommendations in this report, as shown in the Financial Impact Statement.

Currently, there are two separate fine amounts for each of the No Stopping offences set out under the Winnipeg Parking By-law. The Public Service recommends that the fine amounts for all "No Stopping" offences be standardized at the current Provision 10(2) amount of $100 (early payment discount $75) to reflect the significant impact of violations on traffic flow and safety.

HISTORY/DISCUSSION

The Winnipeg Parking By-law and Municipal By-law Enforcement Act (MBEA)Enabling By-law set out two provisions that regulate the stopping of vehicles; section 10(1) which prohibits stopping anytime, and section 10(2) which prohibits stopping between specified peak periods. These peak periods are currently defined as 7 a.m. to 9 a.m. and 3:30 p.m. to 5:30 p.m. A number of extensions and alterations to these peak periods have been implemented throughout the City, particularly in higher traffic areas where consideration was given to capacity and safety, and typically where a review of traffic volumes has taken place.

Most recently, on April 14, 2025, the Standing Policy Committee on Public Works concurred with the recommendation of the Public Service and approved the installation of a new 3 p.m. to 6 p.m. peak period No Stopping restriction on northbound St. Mary's Road from Dunkirk Drive/Dakota Street to Fermor Avenue, as well as the extension of the current peak period No Stopping restriction from 3:30 p.m. to 5:30 p.m. to 3 p.m. to 6 p.m. on southbound St. Mary's Road from Dunkirk Drive/Dakota Street to Fermor Avenue.

Similar amendments have been recommended in previous reports. Examples of roadway segments with extended, non-standard peak period stopping prohibitions include:

- St. Anne's Road (St. Mary's Road to Abinojii Mikanah) – 3:30 p.m. to 6:00 p.m.
- St. Mary's Road (Eugenie Street to Vivian Avenue) – 3:30 p.m. to 6:00 p.m.
- Sherbrook Street (between Broadway and Portage) – 3:00 p.m. to 6:00 p.m.
- Ellice Avenue (Sherbrook to 1st lane west of Sherbrook) – 7:00 a.m. to 5:30 p.m.
- Charles Street (Church Ave to Anderson Ave) - 7:00 a.m. to 6:00 p.m.

- Autumnwood Drive (De Bourmont Ave to Frontenac Bay) - 3:00 a.m. to 5:00 p.m.

Since these various roadway segments deviate from the peak periods specified under the Winnipeg Parking By-law, keeping two separate offences to regulate vehicle stopping is no longer reasonable nor practical. One uniform offence will help simplify enforcement and reduce confusion around separate prohibitions and fines.

As such, the Public Service recommends the consolidation of these two stopping prohibitions, as follows:

Current

Winnipeg Parking By-law By-law No. 86/2016			
Provision	**Contravention**	**Administrative Penalty**	**Early Payment Discount**
10 (1)	Stopping where stopping prohibited	70	52.5
10 (2)	Stopping where stopping prohibited between 7:00 and 9:00 or between 15:30 and 17:30	100	75

Proposed

Winnipeg Parking By-law By-law No. 86/2016			
Provision	**Contravention**	**Administrative Penalty**	**Early Payment Discount**
10 (1)	Stopping where stopping prohibited	100	75

FINANCIAL IMPACT

Financial Impact Statement

Date: July 23, 2025

Project Name:

Amendments to the Winnipeg Parking By-law and Municipal By-law Enforcement Act Enabling By-law

First Year of Program **2025**

	2025	2026	2027	2028	2029
Capital					
Capital Expenditures Required	$ -	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	-	-	-	-	-
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ -	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	41,072	246,430	246,430	246,430	246,430
Net Cost/(Benefit)	$ (41,072)	$ (246,430)	$ (246,430)	$ (246,430)	$ (246,430)
Less: Existing Budget Amounts	(41,072)	(246,430)	(246,430)	(246,430)	(246,430)
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The incremental revenue estimate is based on historical data regarding the number of fines issued for the specific offence being consolidated, as well as the percentage of individuals who pay at the early discount stage. The calculation also accounts for revenue lost through the appeals process and amounts deemed uncollectible. It is assumed that the $30 increase to the full fine amount will not impact compliance, as historical data indicates that such a modest increase does not influence behaviour. The new fine is expected to take effect on November 1, 2025; therefore, the revenue estimate for 2025 reflects only two months of implementation. The incremental revenue will be managed within the existing operating budget of the Winnipeg Parking Authority.

Lioubov Gavrilova-Crozier, July 23, 2025

Lioubov Gavrilova-Crozier, CPA, CA
Manager of Finance, Winnipeg Parking Authority

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

The recommendations in this report support the following policy set out in OurWinnipeg 2045:

Goal: Good Health and Well-Being
Policy 4.10 Transportation Safety: Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected, and reliable mobility, and minimize severe injuries and fatalities for all road users.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Climate Action Plan (CAP), and it was determined that the CAP is not applicable to this specific report.

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

Consideration was given as to whether this report connects to the Winnipeg Poverty Reduction Strategy (PRS) and its Goals and Objectives, and it was determined that the PRS is not applicable to this specific report.

SUBMITTED BY

Department: Public Works
Division: Winnipeg Parking Authority
Prepared by: L. Vermette
Date: August 15, 2025
File No: WPA – 012 – 2025

Attachments:
Appendix A - Draft Amending By-law