Winnipeg

The Winnipeg Parking & Mobility Strategy

Managing curbside access, supporting sustainable transportation and improving the overall parking experience

Vision

To be a vibrant and healthy city which places its highest priority in quality of life for all its citizens.

Corporate mission

Working together to achieve affordable, responsive and innovative public service.



Photo: *Austin Mackay, courtesy Tourism Winnipeg*

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Executive Summary

The Winnipeg Parking and Mobility Strategy is a five-year plan to guide how the Winnipeg Parking Authority manages curbside space and parking services across Winnipeg. Built around principles of access, sustainability, and service excellence, the strategy takes a holistic view of how parking and mobility interact in a growing city and lays out a path to modernize services, support climate goals, and better meet community needs.

The strategy is anchored by three long-term goals:

1. Manage curbside space to support mobility, access, and a growing city
2. Encourage transportation choices that support sustainability and mode shift
3. Deliver ongoing service enhancements to improve the overall parking experience

These goals are supported by targeted objectives and measurable key results. Together, these elements guide priorities, support accountability, and ensure the strategy can evolve over time.

Highlights of the strategy

Goal 1: Manage Curbside Space

Optimize curbside space for parking, loading, carshare, Vehicles For Hire and other uses by:

- Using data-driven management and enforcement tools to maintain availability
- Adjusting parking rates and times of day paid parking is in effect based on demand
- Establishing new criteria for adding or removing paid parking across the city
- Contributing to the development of a curbside management strategy

Goal 2: Support Sustainable Transportation Choices

Align parking policy with climate goals and the Transportation Master Plan by:

- Supporting carsharing and Vehicles For Hire transportation
- Exploring on-street electric vehicle (EV) charging with partners
- Exploring solutions for multi-modal trip planning

Goal 3: Improve the Parking Experience

Ensure systems are convenient, dependable and customer-focused by:

- Launching real-time parking tools
- Expanding customer feedback channels
- Improving regulatory oversight of private parking lots

This strategy positions Winnipeg to take a coordinated, data-driven, and customer-focused approach to parking and mobility—ensuring curbside space works better for everyone.

Implementation will be phased over five years, with certain actions subject to Council budget approval and others requiring additional stakeholder and public engagement. This staged approach ensures that each initiative aligns with the City's regular budget cycle, secures Council approval where required, and incorporates input from residents and stakeholders as new programs and policies are developed.

Introduction

Purpose & scope

The Winnipeg Parking and Mobility Strategy (WPMS) is a five-year plan that provides a city-wide framework to guide how the City manages curbside space, parking, and mobility services. While parking remains a central focus, the strategy also reflects the Winnipeg Parking Authority (WPA) broader responsibilities, particularly its role in regulating the Vehicles For Hire (VFH) industry and supporting emerging mobility services like carsharing. It takes a holistic, integrated approach to how curbside space and mobility interact in a growing city, ensuring decisions support access, sustainability, and service excellence.

The WPMS focuses on actions that fall within the mandate of the WPA. While many transportation and land use issues intersect with parking, this strategy aligns with existing City by-laws, policies, and master plans such as *OurWinnipeg 2045* and *the Transportation Master Plan (Transportation 2050)*. All implementation actions under this strategy will be delivered in coordination with these broader frameworks.

This strategy helps ensure that decisions are based on sound policy, reflect local conditions, and balance the needs of motorists, residents, businesses, hospitals, and other users.

It also provides a consistent yet flexible foundation for both city-wide and neighbourhood level planning, recognizing that Winnipeg's transportation systems are increasingly interconnected and require coordinated, forward-looking approaches. The strategy outlines a roadmap for modernizing policies, reviewing existing programs, and implementing progressive practices, giving stakeholders a clear sense of direction while enabling the City to adapt as mobility needs evolve.

Guiding principles

The WPMS is grounded in a set of guiding principles that reflect the City's broader goals and the WPA's role in delivering practical and forward-looking parking and mobility services. These principles help shape implementation and decision-making over the next five years:

- **Integrated Mobility Approach:** Recognizes that parking, curbside access, and vehicles-for-hire are interconnected parts of Winnipeg's transportation network, and must be managed as part of a broader mobility system.
- **Evidence-Based Decision-Making:** Uses data and occupancy trends to inform priorities, policies, and resource allocation.
- **Sustainability and Mode Shift:** Supports the City's climate and transportation goals by aligning parking policies with efforts to reduce reliance on single-occupancy vehicles.
- **Community-Centered Planning:** Balances the needs of diverse stakeholders, including residents, hospitals, businesses, and service providers, through engagement and responsiveness.
- **Alignment with City Policy:** Ensures all strategy actions align with existing City by-laws, master plans (e.g., *OurWinnipeg 2045, Transportation 2050*), and Council direction.
- **Financial Sustainability:** Maintains the WPA's self-funded model while investing in improvements that enhance access, service quality, and long-term value, with some actions in the plan being subject to Council approval for funding.
- **Transparency and Accountability:** Establishes clear, measurable objectives and timelines to track progress, report publicly, and support continuous improvement.

How the strategy was developed

The WPMS was developed through research, engagement, and alignment with broader City plans. Beginning in 2019, stakeholder and public engagement occurred that included surveys, online forums, virtual events, and stakeholder meetings which were used to gather input from residents, businesses, institutions, and organizations. This engagement helped identify key priorities for different stakeholder groups and provided guidance on areas of focus for the strategy.

In 2020, the City prepared a conceptual framework for the parking strategy that outlined preliminary goals, objectives, and action items for a five-year timeframe. This framework served as the basis for further engagement, allowing the City to test potential directions and gather feedback on proposed focus areas. Feedback was gathered, analyzed, and incorporated into the strategy where it supported the broader vision for transportation in Winnipeg. Since that time, the framework has been updated to align with *OurWinnipeg 2045, Transportation 2050, CentrePlan 2050*, and other City master plans that have been adopted or updated since 2020. It has also been refined to reflect current trends in the parking and mobility industry.

The strategy now functions as a secondary plan under *Transportation 2050*, Winnipeg's long-term blueprint for planning, investing in, and operating the transportation system over the next three decades. *Transportation 2050* is directed by the Winnipeg Charter and aligns with *OurWinnipeg 2045* and *Complete Communities 2.0*, while also guiding and informing other citywide policies and strategic documents. Aligning the Parking and Mobility Strategy with *Transportation 2050* ensures that decisions about curbside space and parking support the City's broader transportation vision.

During this period, Council also adopted *CentrePlan 2050* as a secondary plan by-law for downtown Winnipeg. While its primary focus is land use and development, it includes action items related to parking and mobility in the downtown where most paid parking occurs. This makes *CentrePlan 2050* a key companion framework for the WPMS and ensures downtown parking policies and practices are consistent with the City's long-term goals for growth and economic vitality. The strategy is also aligned with other City master plans, as outlined in Appendix C.

To ensure the strategy remains relevant and responsive, engagement will continue to play a role in its implementation. Larger or city-wide changes to parking and curbside management will be preceded by additional engagement to gather input from those most affected. In 2025, the City re-engaged with BIZ groups in paid parking areas to confirm current priorities and provide an opportunity to review areas of focus. This approach reflects the City's commitment to balancing diverse perspectives, maintaining transparency, and adapting the strategy as Winnipeg's transportation and mobility needs evolve.

Background

Winnipeg's Current Parking & Mobility Landscape

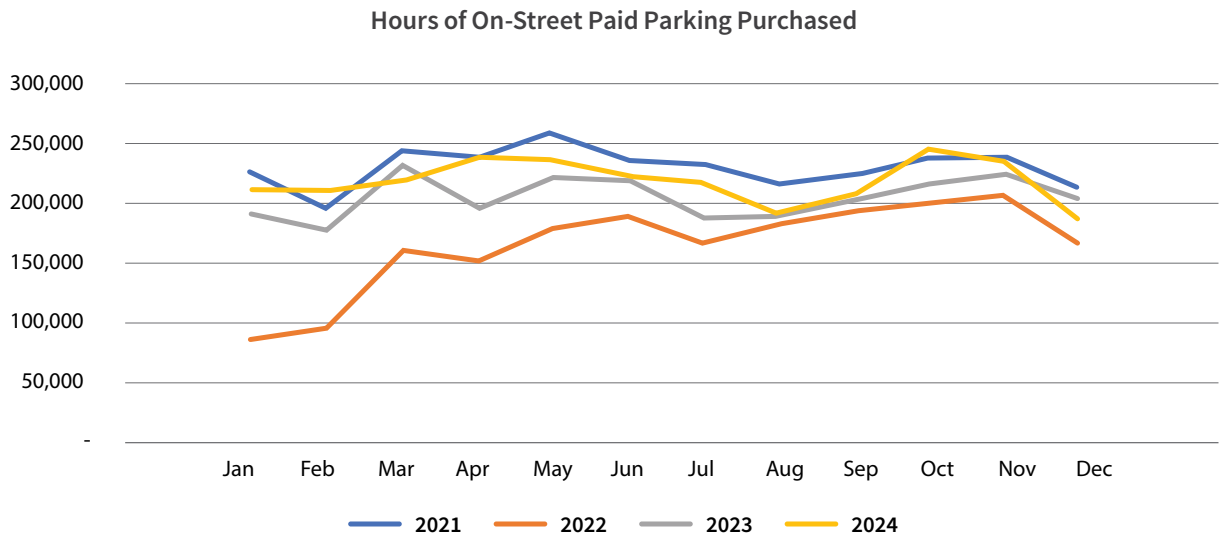
The role of parking in Winnipeg — and in many North American cities — is changing. Where parking was once viewed simply as a way to store vehicles, it is now part of a larger mobility system that shapes how people move, how businesses operate, and how streets are used. Curbside space today supports not only parking but also rideshare pick-ups and drop-offs, taxi service, deliveries, carsharing, accessible loading, and other activities. Parking has become a limited but valuable resource that must balance competing demands while also advancing broader city-building and sustainability goals.

This shift aligns with policy directions set out in *OurWinnipeg 2045* and *Transportation 2050*, which call for reducing reliance on single-occupant vehicles and encouraging mode shift to more sustainable options like walking, cycling, transit, and shared mobility. Parking now plays a dual role: continuing to provide convenient access for those who need to drive, while also helping broaden transportation choices, support mode shift, and contribute to climate and economic goals.

The growth of the VFH industry underscores this shift. Trip volumes have risen steadily for three consecutive years: from 6.7 million trips in 2022 to 8.9 million in 2023, and reaching 10.3 million trips in 2024 — the first time the industry has surpassed the 10-million trip mark in Winnipeg. Early results in 2025 show the industry continues to grow, putting 2025 on pace to set another record high number of trips. This growth highlights how Winnipeggers are increasingly leaving personal vehicles at home and choosing shared transportation options to meet their daily needs.

Carsharing is also now an established and growing mobility option in Winnipeg. A local carshare co-operative operates a fleet of nearly 200 vehicles, serving more than 4,000 members. Service offerings include both round-trip vehicles, which can be reserved in advance and returned to their original location, and one-way "free-floating" vehicles that can be accessed spontaneously through an app and booked up to 30 minutes ahead of time. This mix of options provides residents with flexible alternatives to vehicle ownership, supporting integration with other modes of transportation such as transit, walking, and cycling.

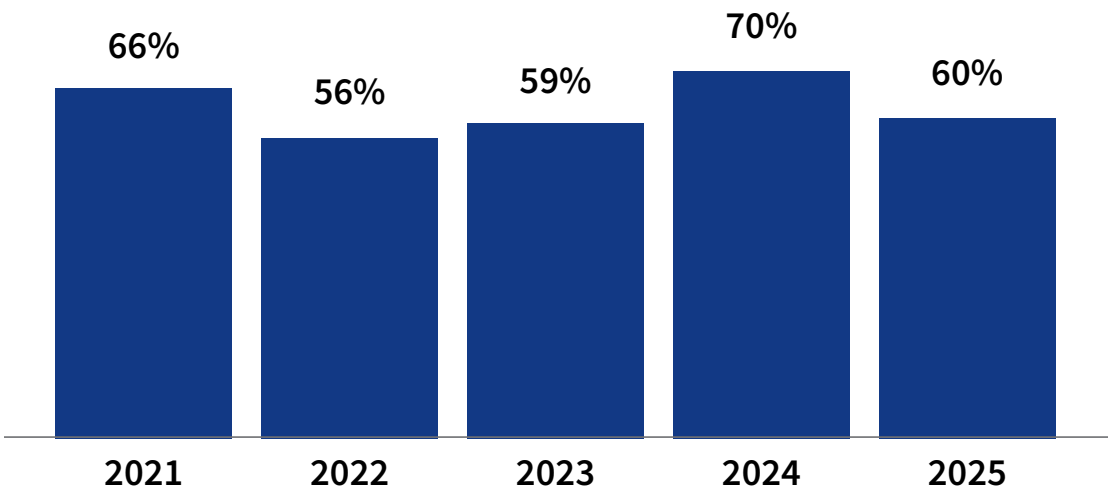
At the same time, the City's paid parking system remains an essential tool for managing access in high-demand areas. In 2024, the City managed 3,850 on-street paid parking spaces, 480 stalls in the Millennium Library downtown parkade, and 762 stalls in seven other surface lots where public paid parking is in effect. The City plays a larger role in providing on-street space than off-street spaces.



Demand for on-street paid parking has rebounded strongly since the pandemic. In 2023, residents purchased 2.5 million hours of paid parking, up 25 percent from 2022 but still below the 2019 total of 2.8 million hours.

In 2024, purchases rose again to 2.6 million hours, 7 percent higher than 2023 and only 5 percent below pre-pandemic levels. The steady recovery in hours purchased demonstrates the continued importance of paid parking for access to downtown and other key destinations.

Citizen Satisfaction with the Availability and Convenience of On-Street Parking



Citizen satisfaction with on-street parking has fluctuated in recent years. In 2024, 70 percent of residents reported being very satisfied or somewhat satisfied with the availability and convenience of on-street parking. This spike was likely influenced by the wider use of PayByPhone, which allows customers to pay from their mobile devices, receive reminders, and extend time remotely. However, satisfaction levels have since dropped back closer to historical averages of around 60 percent, suggesting the 2024 results may have been an outlier.

Over the years, the WPA's service lines have expanded beyond traditional parking operations to include vehicles-for-hire regulation, carshare permitting, and the provision of EV charging stations at municipal properties. Together with paid parking services, these responsibilities position the WPA to play a leading role in shaping the interconnection between parking and mobility. This evolution reflects the growing expectation that parking management not only provide access, but also support sustainable transportation choices and adapt to Winnipeg's changing mobility landscape.

Goals, Objectives and Key Results

The WPMS has three goals:

1. Manage curbside space to support mobility, access, and a growing city
2. Encourage transportation choices that support sustainability and mode shift
3. Deliver ongoing service enhancements to improve the overall parking experience

Each goal in this strategy identifies a key area of focus. Objectives under each goal describe what we aim to achieve. For every objective, key results set clear, measurable targets that define success and help track progress over the next five years.

Together, the goals, objectives, and key results create a framework for setting priorities, measuring success, and adapting over time.

How goals, objectives, and key results work together:

- Goals are broad, long-term aspirations that reflect the strategic vision of the strategy. For example, a goal may focus on optimizing curbside space to balance mobility, access, and community needs citywide.
- Objectives are more specific outcomes or focus areas that contribute directly to achieving each goal. They translate broad goals into actionable themes, such as modernizing paid parking policies or improving access to parking in high-demand neighborhoods.
- Key results are the measurable outcomes that demonstrate progress toward meeting each objective. Ideally, key results are quantitative and time-bound indicators, such as increasing parking turnover by a specific percentage. Given that this is the first iteration of the strategy, some key results are foundational action items that establish necessary processes or policies to achieve objectives. These action items are essential building blocks that will enable transitioning action items into measurable key results over time.

Key Results marked with this symbol show where more stakeholder or public input will be gathered before moving forward with those actions.

Goal #1

Manage curbside space to support mobility, access, and a growing city

Curbside space is a limited but essential part of Winnipeg's transportation system. This goal focuses on making the best use of this space by balancing different uses, such as on-street parking, loading zones, VFH pick-up and drop-off areas, food delivery drop offs, and carsharing spaces in areas with high parking demand. When managed effectively, curbside space supports access to businesses, hospitals, neighbourhoods, and key destinations across the city.

Objective 1:

In areas with limited on-street parking availability, aim to maintain access to two parking spaces per block

- ✔ **KR 1.1:** Parking occupancy data is collected and analyzed annually in paid parking areas and on approximately 25% of time-limited streets, aiming to maintain a minimum of two parking spaces per average sized block.
- ✔ **KR 1.2:** The use of progressive fines to address repeat violations, including violations related to posted time limits is investigated, and recommendations are submitted to Council if viable.

- **KR 1.3:** Evaluation completed related to enforcement technologies that improve compliance with parking by-law infractions, including those related to overtime parking.
- **KR 1.4:** The residential permit program is reviewed and adjusted annually to balance resident access and curbside management.

Objective 2:

Modernize the paid parking policy to improve turnover and access by aligning pricing and the times of day paid parking is in effect with demand across the City

- **KR 1.5:** A report is submitted to Council seeking in-principle approval for a process to regularly review and adjust parking rates and times of the day paid parking is in effect, as well as criteria for evaluating whether to add paid parking to new areas or remove it from existing areas and replace it with time limits.
- **KR 1.6:** Stakeholder engagement is conducted on the proposed process for adjusting parking rates and times of the day paid parking is in effect, as well as criteria for evaluating whether to add paid parking to new areas or remove it from existing areas and replace it with time limits, with recommendations presented to Council following engagement.
- **KR 1.7:** The approved process to adjust parking rates, times of day paid parking is in effect, or replacement of paid with time limits based on demand is implemented in existing paid parking areas.
- **KR 1.8:** Candidate locations for adding paid parking across the city are identified using the approved demand-based criteria.
- **KR 1.9:** Paid parking is expanded into new areas based on the approved criteria and identified locations.

Objective 3:

Contribute to a City-wide curbside management strategy, led by the Public Works Transportation Division, to better manage curbside space for all users

- **KR 1.10:** A proposed funding strategy is completed, led by the Public Works Transportation Division, that defines the approach and funding mechanisms for developing a City-wide curbside management strategy, incorporating input from the WPA and other stakeholders.
- **KR 1.11:** The WPA actively participates in the development of the City-wide curbside management strategy, ensuring curbside access is balanced for all users.

Goal #2

Encourage transportation choices that support sustainability & mode shift

Shifting how people move around the city is key to reducing greenhouse gas emissions from transportation. This goal supports the direction set out in *OurWinnipeg 2045*, *the Climate Action Plan*, and *Transportation 2050*. It encourages people to choose more sustainable options like walking, cycling, public transit, carsharing, and VFH, while reducing reliance on single-occupancy vehicles. It also promotes changes to parking operations that help make the overall system more sustainable.

Objective 1:

Support VFH and carshare growth while balancing other curbside needs

- **KR 2.1:** Opportunities to add designated ridesharing and taxi loading zones throughout the city are reviewed every two years.
- **KR 2.2:** Station-based and free-floating carshare parking permit programs are monitored annually and opportunities for program expansion are evaluated.

Objective 2:

Support multi-modal trip planning to encourage a shift away from single-occupancy vehicle use

- **KR 2.3:** Options to support multi-modal trip planning are explored including opportunities to combine services such as transit, carshare, walking, cycling and vehicles for hire into a single trip (collaboration required with multiple City departments).

Objective 3:

Explore opportunities to support sustainable transportation through parking policies and operational practices

- **KR 2.4:** Alternative fuel options for parking enforcement vehicles, such as electric and hydrogen, are investigated, and the potential for pilot projects and charging infrastructure to reduce environmental impact is evaluated.
- **KR 2.5:** In line with *CentrePlan 2050* and the City's climate goals, EV charging stations are piloted on-street in the downtown in partnership with a carshare cooperative (pending funding availability), and opportunities to provide electric vehicle charging stations in off-street parking areas are explored.

Goal #3

Deliver ongoing service enhancements to improve the overall parking experience

Delivering ongoing service enhancements will focus on improving the overall parking experience for drivers. This includes a commitment to responsive customer service, reliable and efficient operations, and continuous improvement of parking services. Technological enhancements, innovative solutions, and proactive responses to emerging transportation needs will help ensure parking remains convenient, dependable, and customer-focused.

Objective 1:

Improve parking services by regularly gathering feedback from the public and key stakeholders to identify emerging needs and opportunities for service improvements

- **KR 3.1:** An annual public survey is distributed to assess customer satisfaction with parking and mobility programs and policies and to identify emerging challenges.
- **KR 3.2:** A local industry networking group of parking and mobility professionals and key stakeholders is established to share best practices and discuss strategies for broader adoption.
- **KR 3.3:** A stakeholder working group with Business Improvement Zones is established to discuss parking challenges, collaborate on common issues, and meet quarterly to provide input that informs planning and policy decisions.

Objective 2:

Enhance the overall parking experience by making it more convenient and customer-friendly through service and system improvements

- **KR 3.4:** Pending funding availability, motorists are provided with real-time information on on-street parking availability, parking rates, loading zones, accessible parking spaces, and residential permit zones through digital tools or platforms.
- **KR 3.5:** Pending funding, signage for accessible on-street parking spaces is updated to improve visibility and make it easier for drivers with disabilities to locate and use designated parking or loading areas.
- **KR 3.6:** Updated information is provided annually to Manitoba Possible to help ensure drivers with disabilities are informed about parking policies and practices that support their access.
- **KR 3.7:** Ongoing improvements to mobile payment mechanisms for on-street and off-street parking are implemented, and on-street signage clearly articulates where and how to pay for parking.
- **KR 3.8:** The renewal process for residential parking permits is streamlined to make it easier for customers to renew their permits online.
- **KR 3.9:** Opportunities to improve downtown parking wayfinding are explored, including the potential development of a centralized app to track and display publicly available parking inventory (in cooperation with Planning, Property and Development).
- **KR 3.10:** Extended on-street paid parking time limits in the Exchange District, near Red River College and the Manitoba Centennial Centre for the Arts, are piloted to better meet local student, visitor, and cultural venue needs.

Objective 3:

Modernize parking policies and regulations to reflect emerging needs, industry best practices, and public expectations

- **KR 3.11:** Explore a regulatory framework for the enforcement of parking on private property.
- **KR 3.12:** Parking-related by-laws, policies, and operational practices are reviewed and updated regularly to align with community needs.

Appendix A - Implementation Plan

Goal Number	Goal	Objective Number	Objective Description	Key Results	Timeline
					2026 Q1 Q2 Q3 Q4 · 2027 Q1 Q2 Q3 Q4 · 2028 Q1 Q2 Q3 Q4 · 2029 Q1 Q2 Q3 Q4 · 2030 Q1 Q2 Q3 Q4
1	Manage curbside space to support mobility, access, and a growing city	1	In areas with limited on-street parking availability, aim to maintain access to two parking spaces per block	**KR 1.1:** Parking occupancy data is collected and analyzed annually in paid parking areas and on approximately 25% of time-limited streets, aiming to maintain a minimum of two parking spaces per average sized block **(Annually)**	
				KR 1.2: The use of progressive fines to address repeat violations, including the violations related to posted time limits is investigated, and recommendations are submitted to Council if viable **(2027)**	
				KR 1.3: Evaluation completed related to enforcement technologies that improve compliance with parking by-law infractions, including those related to overtime parking **(2029)**	
				KR 1.4: The residential permit program is reviewed and adjusted annually to balance resident access and curbside management **(Annually)**	
		2	Modernize the paid parking policy to improve turnover and access by aligning pricing and the times of day paid parking is in effect with demand across the City	**KR 1.5:** A report is submitted to Council seeking in-principle approval for a process to regularly review and adjust parking rates and times of the day paid parking is in effect, as well as criteria for evaluating whether to add paid parking to new areas or remove it from existing areas and replace it with time limits.	
				KR 1.6: Stakeholder engagement is conducted on the proposed process for adjusting parking rates and times of the day paid parking is in effect, as well as criteria for evaluating whether to add paid parking to new areas or remove it from existing areas and replace it with time limits, with recommendations presented to Council following engagement	
				KR 1.7: The approved process to adjust parking rates, times of day paid parking is in effect, or replacement of paid with time limits based on demand is implemented in existing paid parking areas.	
				KR 1.8: Candidate locations for adding paid parking across the city are identified using the approved demand-based criteria **(2028)**	
				KR 1.9: Paid parking is expanded into new areas based on the approved criteria and identified locations **(2029)**	
		3	Contribute to a City-wide curbside management strategy, led by the Public Works Transportation Division, to better manage curbside space for all users	**KR 1.10:** A proposed funding strategy is completed, led by the Public Works Transportation Division, that defines the approach and funding mechanisms for developing a City-wide curbside management strategy, incorporating input from the WPA and other stakeholders.	
				KR 1.11: The WPA actively participates in the development of the City-wide curbside management strategy, ensuring curbside access is balanced for all users.	

Goal Number	Goal	Objective Number	Objective Description	Key Results	Timeline
2	Encourage transportation choices that support sustainability & mode shift	1	Support vehicle-for-hire and carshare growth while balancing other curbside needs	**KR 2.1:** Opportunities to add designated ridesharing and taxi loading zones throughout the city are reviewed every two years	
				KR 2.2: Station-based and free-floating carshare parking permit programs are monitored annually and opportunities for program expansion are evaluated **(Annually)**	
		2	Support multi-modal trip planning to encourage a shift away from single-occupancy vehicle use	**KR 2.3:** Options to support multi-modal trip planning are explored including opportunities to combine services such as transit, carshare, walking, cycling and vehicles for hire into a single trip **(collaboration required with multiple City departments in 2029 -2030)**	
		3	Explore opportunities to support sustainable transportation through parking policies and operational practices	**KR 2.4:** Alternative fuel options for parking enforcement vehicles, such as electric and hydrogen, are investigated, and the potential for pilot projects and charging infrastructure to reduce environmental impact is evaluated **(2030)**	
				KR 2.5: In line with *CentrePlan 2050* and the City's climate goals, EV charging stations are piloted on-street in the downtown in partnership with a carshare cooperative (pending funding availability), and opportunities to provide electric vehicle charging stations in off-street parking areas are explored **(2027)**	
3	Enhance services to improve the parking experience	1	Improve parking services by regularly gathering feedback from the public and key stakeholders to identify emerging needs and opportunities for service improvements	**KR 3.1:** An annual public survey is distributed to assess customer satisfaction with parking and mobility programs and policies and to identify emerging challenges **(Annually)**	
				KR 3.2: A local industry networking group of parking and mobility professionals and key stakeholders is established to share best practices and discuss strategies for broader adoption **(2026)**	
				KR 3.3: A stakeholder working group with Business Improvement Zones is established to discuss parking challenges, collaborate on common issues, and meet quarterly to provide input that informs planning and policy decisions **(2026)**	

Timeline: 2026 (Q1 Q2 Q3 Q4) | 2027 (Q1 Q2 Q3 Q4) | 2028 (Q1 Q2 Q3 Q4) | 2029 (Q1 Q2 Q3 Q4) | 2030 (Q1 Q2 Q3 Q4)

Goal Number	Goal	Objective Number	Objective Description	Key Results	Timeline
					2026 Q1 · Q2 · Q3 · Q4 | 2027 Q1 · Q2 · Q3 · Q4 | 2028 Q1 · Q2 · Q3 · Q4 | 2029 Q1 · Q2 · Q3 · Q4 | 2030 Q1 · Q2 · Q3 · Q4
3	Enhance services to improve the parking experience				
		2	Enhance the overall parking experience by making it more convenient and customer-friendly through service and system improvements	**KR 3.4:** Pending funding availability, motorists are provided with real-time information on on-street parking availability, parking rates, loading zones, accessible parking spaces, and residential permit zones through digital tools or platforms **(2030)**	
				KR 3.5: Pending funding, signage for accessible on-street parking spaces is updated to improve visibility and make it easier for drivers with disabilities to locate and use designated parking or loading areas **(2028)**	
				KR 3.6: Updated information is provided annually to Manitoba Possible to help ensure drivers with disabilities are informed about parking policies and practices that support their access **(Annually)**	
				KR 3.7: Ongoing improvements to mobile payment mechanisms for on-street and off-street parking are implemented, and on-street signage clearly articulates where and how to pay for parking **(Annually)**	
				KR 3.8: The renewal process for residential parking permits is streamlined to make it easier for customers to renew their permits online **(2030)**	
				KR 3.9: Opportunities to improve downtown parking wayfinding are explored, including the potential development of a centralized app to track and display publicly available parking inventory **(in cooperation with Planning, Property and Development in 2029-2030)**	
				KR 3.10: Extended on-street paid parking time limits in the Exchange District, near Red River College and the Manitoba Centennial Centre, are piloted to better meet local student, visitor, and cultural venue needs **(2026)**	
		3	Modernize parking policies and regulations to reflect emerging needs, industry best practices, and public expectations	**KR 3.11:** Explore a regulatory framework for the enforcement of parking on private property	
				KR 3.12: Parking-related by-laws, policies, and operational practices are reviewed and updated regularly to align with community needs*	

*Frequency and timing to be determined as necessary

Appendix B - Parking Policies

This appendix outlines the key parking policies that guide how the WPA manages on-street parking across the city. Each policy is described along with how it is applied in practice to support accessibility, turnover, and broader parking and mobility goals.

Time-Limited Parking

Time-limits are used in busy areas to make sure parking spaces open up regularly. The goal is to keep 15% of spaces available at any given time, which is about two spaces per block.

Time limits are the first step the City takes to help manage parking in areas with high demand; they are typically installed prior to consideration of paid parking.

Guidelines:

- The normal time limit will be for two hours
- Time limits will only be implemented for full blocks
- One-hour time limits will only be implemented where a two-hour limit has been in place for a minimum of 12 months and where it can clearly be shown that the two-hour limit is not generating the appropriate level of turnover
- Standard hours for time limits will be from 09:00–17:30. However, alternate times are considered on a case-by-case basis

Residential and commercial requests for installation, modification, and removal of time-limited parking:

- To initiate the process, contact 311
- The WPA will accept petitions signed by property owners on the street to help inform decisions around time-limited parking
- Consideration to implement, modify, or remove time-limited parking will be given with or without a petition. However, the petition is requested to get a sense of the local property owners' support for time-limited parking
- Other factors such as traffic congestion and parking availability (on the street in question and adjacent streets), as well as reasons why parking availability is an issue will be reviewed to determine if time limits will improve the parking situation
- The WPA may order the removal of a time-limited parking restriction where the situation that resulted in the original installation no longer exists

In residential areas where time-limited parking is in place, affected residents can apply for annual residential parking permits that allow them to park for an unlimited amount of time.

Generally, any new time limits will be left in place for a period of one year before being amended, in order to allow enough of an observation period to assess of the effect of the time limits on the occupancy and turnover of on-street spaces.

Paid Parking Policy

Paid parking helps keep spaces available by encouraging turnover, making it easier for drivers to find parking and supporting nearby businesses. The goal is to always have about 15% of spaces open, which works out to around two spots per block. Paid parking is introduced when regular time limits are not enough to manage demand. It is in place in the Downtown, Exchange, and West End BIZs, as well as around the Health Sciences Centre and St. Boniface Hospital.

In busier areas, parking fees are set higher to make sure spaces keep opening up. People can pay using the mobile app or prepaid booklets. From Monday to Friday, most areas have a two-hour limit between 8 a.m. and 5:30 p.m., while hospital areas allow up to four hours. Once the maximum time has been purchased, drivers can add 30 more minutes. On Saturdays, two hours of free parking is offered at all paid on-street locations except near the hospitals.

Parking rates may be reviewed and adjusted if average occupancy in high-demand areas is 80% or higher, if Winnipeg's rates fall out of line with other Canadian cities, or if feedback from businesses, residents, Councillors, or BIZ groups points to problems with parking availability.

Saturday Complimentary Paid Parking

The City offers two hours of complimentary on-street parking on Saturdays, with the option to purchase an additional two hours of paid parking (for a total of four hours), at on-street paid parking spaces. Drivers have the

option to purchase additional time either before or after they have taken advantage of the two complimentary hours. There is no requirement to pay for parking in order to receive two hours of complimentary parking.

The purpose of complimentary Saturday parking is to support local businesses by offering patrons an opportunity to park free of charge as such, it does not apply to hospital areas.

Policies for Residents with Accessibility Requirements

A number of policies are in place to support residents with accessibility requirements including:

- On-street parking spaces marked with the international access symbol are reserved exclusively for motorists displaying a valid accessible parking permit issued by Manitoba Possible or valid permits from other jurisdictions.
- Wherever possible, mobile parking payment signage will be installed close to accessible parking spaces to make payment more convenient.
- Accessible permit holders may park in any space, including designated accessible spaces, for up to four hours when the maximum time is purchased. This applies even if the posted maximum is less than four hours or if the parking space is on a time-limited street.
- After the initial four-hour period, an additional 30 minutes may be purchased, provided the maximum time had already been purchased.
- Designated accessible loading zones may be used for up to 30 minutes when a valid accessible parking permit issued by Manitoba Possible is displayed.

The City also continues to monitor the development of The Accessibility for Manitobans Act and its associated regulations to ensure all parking and curbside management policies remain aligned.

Loading Zone Policies

Loading zones help manage curbside space for short-term use as pick-up and drop-off points for passengers or goods. They may be installed in both commercial and residential areas to balance the needs of property owners, businesses, and the travelling public.

While a loading zone may be requested by a resident or company of a specific address, the loading zone will not be for the exclusive use of any particular address. Loading zones, as they are located in the public right-of-way, may be used by the general public for actively loading or unloading for the maximum time allowed under the *Winnipeg Parking By-law* or posted on the sign, whichever is greater.

Commercial Loading Zones

Commercial loading zones serve buildings that are not primarily residential and may support both goods delivery and passenger pick-up or drop-off. They are typically installed at the request of a business to meet specific loading and unloading needs. Because these zones restrict general parking availability, requests are carefully evaluated to balance the needs of property owners with the broader requirements of other motorists.

Guidelines for commercial loading zones include:

- Wherever possible, no more than one loading zone will be installed per block face. Exceptions may be made where a single zone cannot reasonably meet the needs of adjacent properties or patrons.
- Timeframes for use generally align with business hours of operation.
- Any motorist may use a loading zone for active loading or unloading, subject to the maximum time allowed under the *Winnipeg Parking By-law* or as posted on signage, whichever is greater. Loading zones are not reserved for the exclusive use of any one property owner.
- Loading zones are not installed where adequate access is available via a public lane, unless front street access is necessary, the premises already relies on a loading dock or bay, or a pre-existing parking restriction (e.g., “No Parking” or rush hour route) is in place.

Commercial loading zones are periodically reviewed to determine if they remain necessary. If removal is being considered, affected property owners will be consulted in advance.

Residential Loading Zones

Residential loading zones may be installed at the request of property owners near single-family or multi-family residences in areas where payment for parking is not required. These zones are intended to support residents with accessibility needs, including pick-up and drop-off by Winnipeg Transit Plus, or to accommodate loading where driveway or back-lane access is not available.

Guidelines for residential loading zones:

- Approval will normally be limited to the specific time periods when loading is required.
- Zones are typically 7 to 12 metres in length.
- If a zone exceeds the property frontage, the City will notify the neighbouring property owner of any loading zone installations.
- The WPA works with Winnipeg Transit Plus to review and assess applications.
- Residents on the priority accessible snow clearing list, managed by the Public Works Department, are automatically approved for a residential loading zone.
- Residential loading zones are limited to 15 minutes unless signage specifies a different time.

Accessible Residential Loading Zones

Residential loading zones may be designated as accessible when the property owner applies for a loading zone and meets the requirements for an accessible loading zone. Use of accessible loading zones is limited to 30 minutes unless otherwise indicated on signage.

Residential Parking Permit Program

In residential areas with high parking demand, the City may implement time limits to encourage turnover and direct longer-term parkers to off-street options. Residents living on streets with time restrictions may purchase a permit that exempts their vehicle from those limits.

Permit holders are only exempt from time limits within the zone where they reside. All other traffic regulations remain in force, including annual winter route bans, residential parking bans, and temporary restrictions related to street renewal or cleaning.

Each eligible residence may obtain up to three permits, subject to a progressive pricing structure.

Visitor permits are also available for out-of-town guests staying a minimum of three days and up to 30 days. A maximum of two visitor permits may be issued per residence at any given time. For visits involving multiple vehicles of up to three days, residents may request a temporary lifting of restrictions rather than applying for visitor permits.

Carshare Parking Permit Program

Carsharing allows multiple users to access a fleet of shared vehicles on an as-needed basis, thereby reducing or eliminating their need for individual, privately-owned automobiles. For many drivers who do not require constant and immediate access to a vehicle, this provides a significant incentive to consider public transit and active transportation options for many trips. By decreasing greenhouse gas emissions and expanding mobility options, carsharing supports Winnipeg's Climate Action Plan and provides residents with a sustainable alternative to car ownership.

Carsharing operations can be classified as either station-based or free-floating. In a station based model, specific parking spaces are reserved so that drivers have a reliable place to end their trips and leave the vehicle for the next user. In a free-floating system, carshare members are allowed to end their trips by parking the car at any space within a designated zone.

The WPA currently offers station-based carshare permits and Peg City Car Co-Op (PCCC), the City's sole public carshare operator. These permits allow authorized carshare vehicles to use designated on-street parking spaces. In these reserved locations, time limits and payment requirements are waived for permitted carshare vehicles. This model provides users with a reliable, reserved space to end their trips and ensures availability for the next driver.

In addition to the carshare permit program, the WPA also manages a permit program for free floating carshare vehicles. Within the free-floating zone, carshare drivers are allowed to end their trips by parking the car at any space within the designated zone.

The *Winnipeg Parking By-law* exempts these vehicles from on-street parking time limits within a designated zone that extends around the Downtown. The free-floating zone excludes paid parking areas, including the Health Sciences Centre and St. Boniface.

Other Parking Permit Programs

There are a number of special permit programs designed to accommodate specific parking needs. Each program has its own policies around their use. The permit programs include:

- the Mobile Vendor Permit Program is a seasonal permit which allows mobile vendors who wish to park on City of Winnipeg paid parking streets to park for longer than the posted time;
- the Contractor Permit Program allows contractors who wish to park on a City of Winnipeg time-restricted, non-metered street to park for longer than the posted time;
- the East & West Exchange District Monthly On-Street Permit Program are monthly paid permits valid for parking in designated metered locations, each with distinct time limits;
- the Social Service Provider Permit Program allows social service providers to park on a City of Winnipeg time restricted non-metered street for longer than the posted maximum;
- the Temporary Recreational Vehicle Parking Permit Program exempts a vehicle from posted time limits and the one-hour time limit for large vehicles;
- the Stadium Event Zone Permit Program prohibits parking on residential streets during stadium events and allows residents to apply for a residential parking permit valid during these times;
- the Veterans Parking Program provides complimentary parking to veterans on April 9th, June 6th, and November 11th, and provides owners of vehicles with Veteran license plates to receive a book of Prepaid Parking passes which provides 20 hours of complimentary parking on-street;
- and single-use permits for construction and special events.

Appendix C - Reference Guide to Other Policies and Masterplans

The following table contains a listing of parking and mobility-related provisions contained in other City of Winnipeg masterplans and policies.

Acronyms used in the table: PP&D- Planning, Property & Development; PWD- Public Works Department; WFMA- Winnipeg Fleet Management Agency; WPA- Winnipeg Parking Authority; WT- Winnipeg Transit.

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
OurWinnipeg 2045	**PP&D, PWD, WT, WPA**	**Prioritize sustainable transportation as the mobility option of choice (p. 21):** Transition to a sustainable transportation system that safely and efficiently moves people, goods and services, increases access to a variety of affordable mobility choices, encourages less reliance on personal vehicle travel, reduces travel time, mitigates congestion and related greenhouse gas emissions, and supports the development of denser, better-connected, healthy and complete communities.
	WPA	**Equitable Service Access (p. 29):** Provide municipal services through an age-friendly lens that promotes equitable access for all, with a focus on the youngest, oldest, and systemically disadvantaged members of the community.
	PP&D, PWD, WPA	**Ensure transparent and predictable conditions are in place to support desired business growth through attraction, investment, and retention (p. 24).** Create the conditions to support development and business growth that aligns with this Plan's goals, through strategic municipal investments, regulatory processes, service delivery, research, communications, and partnerships.
	PP&D, PWD	**Complete Streets** Apply complete streets principles in the design, reconstruction, construction and operation of designated Urban Mixed Use Corridors, and other areas of the city where appropriate, to enhance the safety and usability of an integrated and sustainable transportation system based on a hierarchy of users which safeguards those most at risk of fatality and injury (p. 33).
Complete Communities 2.0	**PP&D**	**Reinforce downtown as the primary focus for economic activity through residential, commercial, and office intensification (p. 42).**
	PP&D	Facilitate the redevelopment of vacant or underutilized properties, such as surface parking lots, to support increased residential and mixed-use development, when servicing allows, to achieve a sustainable, inclusive and vibrant Downtown (p. 42).
	PP&D	**Ensure land use decisions reduce the impact of automobile use to enhance the pedestrian experience Downtown (p. 43).**

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Complete Communities 2.0	**PP&D**	Reduce the number of surface parking lots Downtown, and discourage the creation and expansion of standalone surface parking lots, particularly in areas with high pedestrian activity, in accordance with the *Downtown Parking Strategy* (p. 43).
	PP&D, WPA	Establish surface parking licensing program and fees for Downtown standalone surface parking lots, to address landscaping and safety issues, encourage redevelopment and ensure surface parking lots are safe, high-quality, visually appealing, and functional, in accordance with the *Downtown Parking Strategy* (p. 43).
	PP&D, WT, WPA	**Ensure the sustainability of the transportation network by encouraging mode shifts and transportation demand management (p. 45).**
	PP&D, WT, WPA	Support parking options and alternatives in accordance with the *Downtown Parking Strategy* (p. 45).
	PP&D, PWD, WPA	Support the development and implementation of progressive, data driven parking supply management as outlined in the forthcoming On-street Parking Strategy (p. 45).
	PP&D	**Prioritize pedestrian comfort, convenience, and amenities Downtown (p. 46).**
	PP&D, PWD, WPA	Service functions such as garbage pick-up and loading areas should be accessed by the rear lane where available. Vehicular parking should be accessed by a rear lane where capacity exists (p. 46).
	PP&D	**Ensure Corridors provide a comfortable pedestrian environment and attractive public realm (p. 55).**
	PP&D, PWD	Minimizing impacts of vehicular access and parking on the pedestrian environment by having vehicular access off of existing lanes (p. 55).
	PP&D	Encouraging the location of parking above- or below-grade, or behind the primary building. Parking located beside the building may be acceptable if the parking area occupies a minimal area and high-quality screening from the public right-of-way is provided (p. 55).
	PP&D	Encourage development on Regional Mixed Use Corridors to enable a comfortable pedestrian environment and attractive public realm through the use of design elements which may include… minimizing impacts of vehicular access and parking on the pedestrian environment (p. 56).
	PP&D, WT	**Promote Transit-Oriented Development (TOD) to accommodate growth and change at stations along rapid transit corridors through integrated land use, transportation, and infrastructure planning (p. 62).**
	PP&D, WT	Ensure that each Station Area Plan consider… parking ratios, including parking maximums where appropriate (p. 62).
	PP&D, WT	**Promote transit-supportive land use and urban form at rapid transit stations and along Rapid Transit Corridors (p. 63).**

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Complete Communities 2.0	**PP&D, WT, WPA**	Consider reductions to motor vehicle parking requirements for development adjacent to Rapid Transit Corridors through provision of parking offsets including: a. High-quality, indoor bicycle parking; b. On-site car share vehicles; and c. Innovative parking strategies such as district parking and shared parking agreements (p. 63).
	PP&D	**Develop New Communities as sustainable, adaptable and Complete Communities (p. 85).**
	PP&D, PWD, WPA	Encourage the use of back lanes to service residential development on narrow lots to: a. Provide greater opportunities for on-street parking; b. Facilitate snow storage; and c. Enhance the quality of the public realm (p. 87).
	PP&D	Promote a comfortable pedestrian environment and attractive public realm through consideration of… minimizing the impacts of vehicular access and parking on the public realm by encouraging the use of back lanes, limiting the widths of front driveways, promoting access to multi-family and commercial buildings off of secondary streets, and locating parking above or below-grade, behind the primary building, or beside the building provided high-quality screening is provided (p. 87).
	PP&D	**Support high-quality design and connectivity in the City's Employment Lands (p. 114).**
	PP&D	Require that Major Institutional areas be designed in accordance with the following: Surface parking areas should be located in the rear and/or interior side yard. Encourage underground parking and structured parking that is integrated within the building design (p. 112).
	PP&D, WPA	**Pursue innovative parking strategies that encourage transportation means other than the personal automobile, encourage a more efficient use of land, and enable the establishment of more affordable housing options (p. 131).**
	PP&D	Review parking standards contained in the City's Zoning By-laws to ensure consistency with the vision and objectives in *OurWinnipeg 2045*, *Complete Communities 2.0*, and Transportation 2050 (p. 121).
	PP&D, WPA	Explore maximum parking regulations and shared parking to reduce the oversupply of parking (p. 121).

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Complete Communities 2.0	**PP&D, WT, WPA**	Provide opportunities in the development approval process to reduce the number of parking spaces required by the *Winnipeg Zoning By-law*, when transportation demand offsets are present. Considerations for parking reduction include: a. Proximity to Rapid Transit Corridors and stations; b. Proximity to transit routes operating at a high frequency; c. Proximity to employment, institutional and commercial amenities; d. Proximity to structured parking; e. Provision of carsharing services; f. Shared parking arrangements with adjacent development; g. Bicycle facilities that exceed the *Winnipeg Zoning By-law*; h. End of trip cycling facilities including lockers and shower rooms; and i. Proximity to bike share stations (p. 132).
	PP&D	Allow for payment in lieu of providing parking or to reduce parking requirement, with specific targets for the use of such payments to development municipally owned shared parking facilities (p. 132).
	PP&D, PWD, WPA	Explore innovative strategies to increase the supply of short-term on-street parking within the existing right-of-way (p. 132).
	WPA	Develop strategies to manage on-street parking supply in commercial areas that encourage short-term use (p. 132).
	WPA	Continue to provide flexible pricing options for on-street parking (p. 132).
	WPA	Explore the establishment of designated on-street car share vehicle parking areas (p. 132).
	WPA, PWD	Enable the parking supply to be managed on a district scale Downtown and in other high density mixed-use areas (p. 133).
	PP&D, WPA	Develop parking design guidelines to encourage high-quality parking facilities by reducing the impact on the environment, integrating into streetscapes, and maximizing safety and security (p. 133).
	PP&D, PWD, WPA	Explore strategies to enable the widespread integration of electric vehicle charging infrastructure in new development (p. 133).
	PP&D	**Support diverse housing options in each neighbourhood or neighbourhood cluster throughout the city (p. 152).**
	PP&D	Explore ways to reduce developer costs associated with the creation of new affordable housing such as reducing parking requirements where the proponent can demonstrate other viable transportation options (p. 152).
	PP&D	**Promote high-quality urban design (p. 158).**
	PP&D, PWD, WPA	Support the innovative and sustainable design of streets, public spaces, and parking lots that reduces impervious surface and are effective for our climate in order to reduce run off, improve water quality, and promote enhanced climate resiliency (p. 158).
Downtown Parking Strategy	**WPA**	**Use parking as a strategic economic development tool (p. 7).** • Assess and manage existing on-street and off-street parking resources (p. 8)

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Downtown Parking Strategy	**WPA**	• Enhance customer service and stakeholder engagement (p. 8)
	PWD	• Be proactive in new parking facility planning and development (p. 10)
	WPA	**Provide for on-street parking to support existing and planned economic development opportunities (p. 12).** • Manage on-street parking to encourage turnover of convenient short-term parking resources (p. 12).
	WPA, PWD	• Explore supply-side strategies (p. 12).
	PP&D	Support viable alternatives to downtown surface parking (p. 14). • Encourage the redevelopment of surface lots for residential, commercial, or employment uses (p. 14) • Bring existing surface parking lots up to a standard of quality (p. 15) • Pursue alternatives to the development of new surface parking or standalone auto-oriented services such as drive-throughs or gas stations (p. 15)
	PP&D, PWD, WT	**Work with partners to incorporate transportation demand management approaches such as car-sharing, transit amenities, and bike parking into new developments (p. 16).** • Support a 'park once' philosophy (p. 16)
	PP&D	Continue to promote and encourage 'unbundling' parking (p. 17).
	PWD	Walking and cycling improvements (p. 18).
	PWD, WT	Explore and pilot creative new technology and transportation demand management strategies (p. 19).
	WPA	**Implement downtown parking policies and projects that contribute to the overall sustainability of our city (p. 20).** • Align parking strategy and actions to a sustainability focus (p. 20).
	PWD	Apply green building techniques to parking facilities (p. 21).
Winnipeg's Climate Action Plan (2018)	**WT**	Increase Use and Efficiency of Public Transit Systems (p. vi) • Improve existing park and ride services, and increase the total number throughout the City. Explore partnerships to increase convenient park and ride services. Work with retailers with large surplus parking close to transit services and with the Winnipeg Metro Region to increase availability of park and rides near the City boundary, to facilitate ridesharing across the region (p. 37). • Consider financial and pricing measures to maintain and encourage ridership. These measures may include a revised fare structure or increased costs for parking in key destinations supported by transit routes. These strategies should draw on evidence and data (p. 37).
	PP&D	Increase the Density of Urban Development Along Key Transit Corridors (p. 38) • Consider adopting parking requirement relaxations adjacent to transit-oriented development (p. 38)

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Winnipeg's Climate Action Plan (2018)	**PP&D**	Increase the Use of Electric Vehicles (p. 40) • Amend the zoning by-laws to require a minimum number of electric vehicle charging stations for parking garages within new commercial or multi-unit residential buildings (p. 40).
	WFMA	Encourage Sustainable Transportation Options • Ongoing implementation of the Green Fleet Plan (2010) to reduce vehicle emissions (p. 29).
	WPA	Reduce Employee Vehicle Kilometers Travelled (VKT) and associated GHGs Implement the 'Intuitive Routing System' program, which provides information to service providers conducting work on behalf of the City on the most optimal route for completing their required visits each day while ensuring minimal vehicle kilometers travelled. Benefits from a climate change mitigation lens include, but are not limited to: reduced fuel, reduced paper and minimized distance travelled for unscheduled enforcement requests (p. 29).
	WT	Design New Suburban communities to Enable Enhanced Transit Services and Access to Transit Corridors. Identify park-and-ride facility needs based on expected neighbourhood density and transit connectivity, and ensure that neighbourhood planning integrates connections for individuals walking, cycling, or driving (p. 38).
	WT, WPA	Increase Use and Efficiency of Public Transit Systems Explore a partnership between carshares, other transportation providers and Winnipeg Transit to help incentivize both modes of transportation (p. 37).
Community Energy Investment Roadmap (CEIR)	**WPA**	A Clean Fleet EV charging infrastructure: Unlike gas stations, charging stations do not require storage tanks and careful zoning for watershed protection. They can be installed in parking lots, alongside street parking, and at facilities such as libraries, restaurants, and gyms (p. 63).
	WPA, PP&D	The Built Environment Parking strategy: The City can reduce or eliminate parking fees for zero-emissions vehicles as an immediate strategy to incentivize EVs. Another parking strategy is to remove parking minimums for development approvals in order to encourage density and active transportation (p. 62).
	WPA	A Renewable Energy Economy Parking lot solar PV: Parking lots are a land asset that is compatible with large scale urban solar installations. The City can partner with Manitoba Hydro and parking lot owners to advance solar installations where appropriate (p. 66).

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Transportation-Oriented Development (TOD) Handbook	**PP&D, PWD, WT, WPA**	Parking to reflect the impact of transit is one of the most challenging aspects of any TOD. By creating a more managed parking supply, and moving parking from surface parking lots to on-street parking and parking structures, residents, shoppers and employees are encouraged to use transit to get to the TOD and walk within the TOD. Parking in a TOD should consider four fundamental components: size, location, design and management (p. 25). Principle Characteristics: • Parking provided on an area basis (i.e., shared uses) rather than building by building. • Reduced parking requirements through zoning by-laws, such as parking maximums. • Parking facilities located behind buildings, in parking structures with ground floor retail, and screened from adjacent land uses. • On-street parking on all streets except limited access arterials. • Parking design integrated with the development to relate to the streetscape and circulation routes. • Paid parking or time-limited free parking.
Winnipeg Transit Master Plan	**WT, WPA, PWD**	The future transit network will include] general parking facilities in secure setting with spaces for electric vehicles, car share programs, taxi services (p. 24)
	WT, WPA, PWD, PP&D	Transit will function as one component of the broader multi-modal transportation network, working seamlessly with the bicycle and pedestrian network and the broader transportation network. Winnipeg Transit will improve multi-modal mobility by…offering incentives when transferring between transit and shared services (e.g. rideshare, bikeshare, and carshare) (p. 26).
	WT, WPA, PWD	Priority infrastructure means targeted changes that can be made to existing roads that allow transit to bypass congestion and move more reliably across the city. These infrastructure changes may include: • Diamond lanes (full-time or part-time, shared with taxis, vehicles making right turns, and bicycles) • Changes to on-street parking Infrastructure changes will be prioritized based on where they are needed most to ensure that rapid transit is frequent, reliable, and efficient (p. 51).
	WT, WPA, PWD	The *Winnipeg Transit Master Plan* identifies four types of places where people connect to the transit network. Stations will have amenities like larger shelters, real-time transit information, and bicycle parking. They may have car pick-up and drop-off areas, car-share parking, or other multi-modal connections (p. 70).

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Winnipeg Transit Master Plan	**WT, WPA, PWD**	Mobility Hub is a term used for locations that integrate many different modes of transportation, anchored by a high-quality transit node, like a Rapid Transit station with multiple connecting lines. Along with a Rapid Transit station, a Mobility Hub could include secure bicycle parking and bike-share services, parking for car-sharing services, Kiss & Rides, and pick-up and dropoff areas for Winnipeg Transit Plus, taxis, and transportation network companies. Mobility Hubs should be the focal points for land use policies that encourage the highest level of intensification. The Complete Communities Direction Strategy outlines the policies to guide this and other types of Transit-Oriented Development based on the Rapid Transit network and the Primary Transit network (p. 76).
Transportation Master Plan (Transportation 2050)	**WPA**	Deliver ongoing service improvements by: – Effectively managing parking services and curb space – Providing adequate availability of parking to all stakeholders – Supporting land use and development goals of *OurWinnipeg 2045* and *Complete Communities 2.0* – Encouraging sustainable transportation use and mobility choices through parking space provision (p. 77). Manage off-street parking to support Complete Communities and multi-modal transportation for people and goods (p. 80).
	WPA	As part of the Winnipeg Parking Strategy, develop a curbside management strategy that includes policies and technologies to both better manage curbside space for all uses (including loading) and decrease peak-time parking infractions (p. 96). Curbside management – Downtown Winnipeg has many loading zones that have been in place for decades, with little or no re-evaluation of their use despite changing land use and transportation demands... A three to six-month pilot testing various loading zone options should be conducted (p. 116).
	WPA	Explore opportunities for technology to provide motorists with real time data on on-street parking availability, parking rate, loading zone locations, accessible parking space locations and areas where residential parking permits are available as per the Winnipeg Parking Strategy (p. 96).
	WPA	Fully understanding the perspectives and expectations of all users was fundamental to creating a plan that reflects Winnipeggers' diverse needs, wants, and priorities (p. 18).

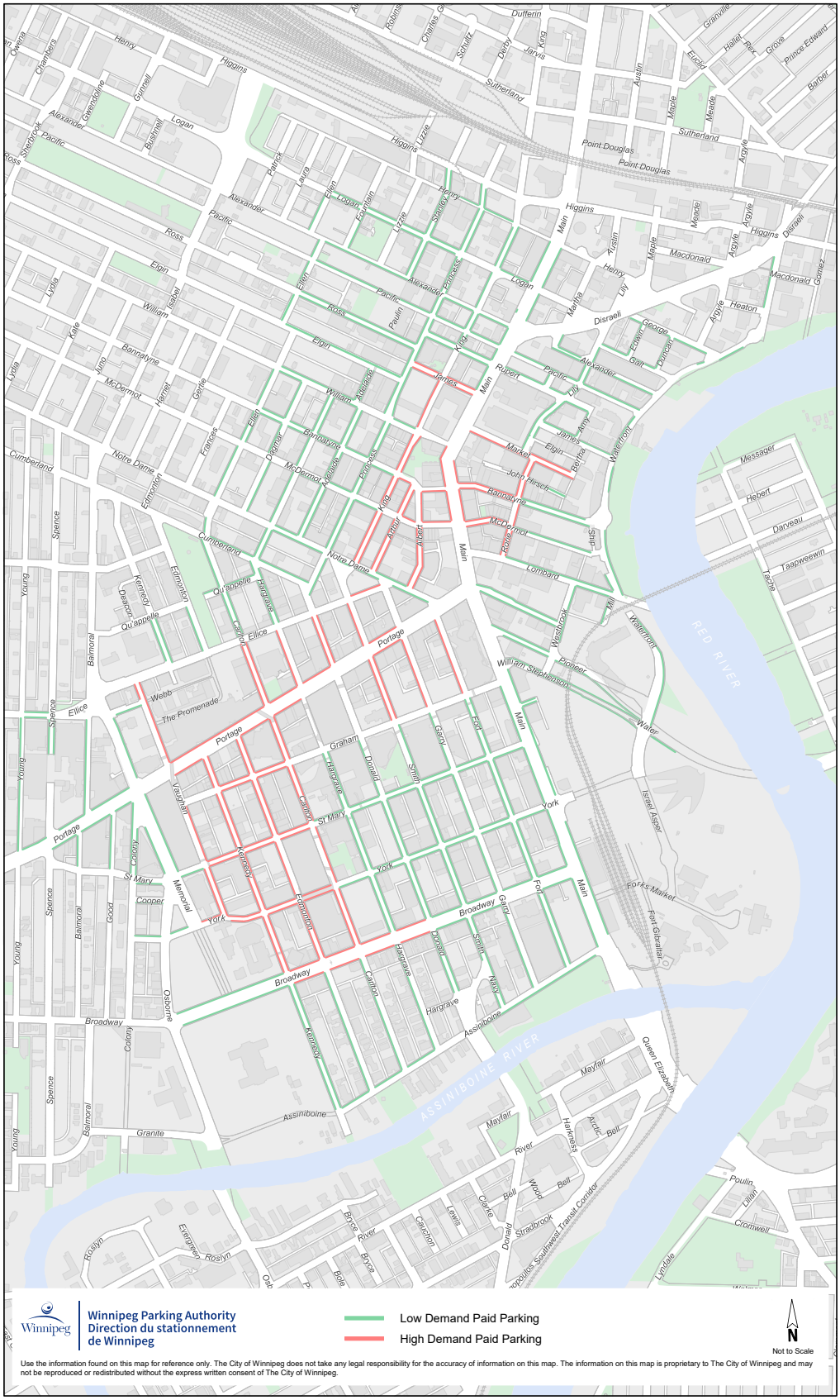
City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Transportation Master Plan (Transportation 2050)	WPA	Continue to use paid parking as a tool to generate turnover in areas with high parking demand and a limited number of on-street spaces as per the Winnipeg Parking Strategy (p. 96). Develop a Curbside Management Strategy that includes policies and technologies to better manage curbside space for all uses based on the surrounding context (p. 115).
	WPA	**Manage off-street parking to support Complete Communities and multi-modal transportation for people and goods.** Encourage the provision of parking on a district basis where appropriate, including Downtown and at Rapid Transit station areas (p. 80).
	WPA	Continue to use paid parking as a tool to generate turnover in areas with high parking demand and a limited number of on-street spaces as per the Winnipeg Parking Strategy (p. 96). Implement the recommendations in the Winnipeg Parking Strategy and continue to implement recommendations from the *Downtown Parking Strategy* (p. 80).
	WPA	As part of the Winnipeg Parking Strategy, develop a curbside management strategy that includes policies and technologies to both better manage curbside space for all uses (including loading) and decrease peak-time parking infractions (p. 96). Develop a Curbside Management Strategy that includes policies and technologies to better manage curbside space for all uses based on the surrounding context (p. 115).
	WPA	Develop a Curbside Management Strategy that includes policies and technologies to better manage curbside space for all uses based on the surrounding context (p. 115).
	WPA	**Vehicles For Hire** Transportation 2050 recognizes the importance of supporting sustainable and accessible modes of mobility such as transit, bicycles, walking and vehicles for hire, including taxicabs, limousines, accessible transportation providers and Personal Transportation Providers (PTPs) like Uber and Lyft (p. 103).

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
Transportation Master Plan (Transportation 2050)	**WPA, WT**	**People Mobility** Mobility Hubs should be the focal points for land use policies that encourage the highest level of intensification. The multi-modal amenities at mobility hubs could include secure cycle parking and bike-share services, parking for car-sharing services, Kiss & Rides, and pick-up and drop-off areas for Winnipeg Transit Plus, taxis, and transportation network companies (p. 68).
	WPA, WT, PWD	**Improve integration between transit and other transportation modes** Transit will function as one component of the broader multi-modal transportation network, working seamlessly with the cycling and pedestrian network and the broader transportation network (p. 85).
	WPA	**Plan and operate the transportation system to reduce greenhouse gas emissions and increase environmental resilience.** Develop a Zero Emission Vehicle Strategy to prepare the City of Winnipeg for 100 percent of car and passenger truck sales to be zero emission by 2035 as per the Government of Canada's mandatory target (p. 93).
		Public Engagement Fully understanding the perspectives and expectations of all users was fundamental to creating a plan that reflects Winnipeggers' diverse needs, wants, and priorities (p. 18). **Monitoring The Plan** A robust monitoring program is a vital component of Transportation 2050's implementation to understand and communicate progress (p. 121).
	WPA	Adopt and implement the Winnipeg Parking Strategy, as developed by the WPA, including amendments to current parking policies aspects of curbside management and includes a roadmap of progressive policies and practices.
		Managing The Infrastructure Deficit And Future Funding Options Transportation infrastructure is expensive to build and maintain; the infrastructure funding gap must be managed as Winnipeg continues to grow and the demand for travel increases (p. 118). Prioritize sustainable as the mobility options of choice in the planning, design, operation and maintenance of transportation infrastructure downtown (p. 118).

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
CentrePlan 2050 (Goal 2.6)	WPA	Rethink how motor vehicle parking is provided (p. 82-84) Address illegal surface parking lots through enforcement (p. 82). Establish surface parking licensing program and fees for Downtown standalone. Surface parking lots, to address landscaping and safety issues, encourage redevelopment, encourage addition of EV charging stations, and ensure surface parking lots are safe, high-quality, visually appealing, and functional, in accordance with the *Downtown Parking Strategy* (p. 82).
		Parking decisions should be made using data driven decision making and factor in the level of service provided in each Downtown district and neighbourhood (p. 82). Create a comprehensive assessment of City parking supply, co-led by WPA and Public Works, to establish an expected level of service Downtown This analysis should include the number of parking spaces, occupancy rates, and types of parking facilities (e g , on-street, off-street, garages) for City and private sector parking (p. 83).
		On- and off-street parking, both public and private, should include electric vehicle charging spaces (or be electric vehicle ready), car share spaces, and adequate loading and delivery areas (p. 83). Explore how to provide electric vehicle charging stations for both on- and off-street parking areas and establish targets and timelines for constructing/retrofitting electric vehicle (or electric vehicle ready) spaces (p. 83).
		Facilitate the construction of underground parkades, parking structures with active uses on the ground floor, and parking structures concealed by active uses to help with the redevelopment of strategic sites (p. 83). Repair the Millennium Library parkade while maintaining the size of the Millennium Library Park and its function as public open space (p. 83). Collaborate with BIZ organizations to develop district-specific parking strategies and address curbside management and off-street parking issues (p. 84).

City Policy or Masterplan	Responsible Departments/ Agencies	Policy Direction or Actions
CentrePlan 2050 (Goal 2.6)	**WPA**	Parking revenue should be reinvested in the operations of the WPA and other initiatives within the Plan (p. 84). Establish a parking revenue reinvestment model, where a portion of parking proceeds are used to fund actions in this plan (p. 84). Implement dynamic pricing for parking spaces to encourage turnover and reduce congestion Higher prices during peak hours and lower prices during off-peak hours can incentivize alternative transportation modes (p. 84). Create a plan to reduce the number of on-street pay-stations while motivating more parkers to use mobile payment options rather than pay stations and informing them of how they can pay (p. 84). Replace and modernize existing pay-stations, while looking at being more effective with the number and location of the pay-stations (p. 84).

Appendix D- On-Street Paid Parking Zones





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