Minutes – City Centre Community Committee – September 4, 2026

REPORTS

Item No. 7 Flexible Curbside Parking Management

COMMUNITY COMMITTEE RECOMMENDATION:

The City Centre Community Committee recommended that the Standing Policy Committee on Public Works direct the Winnipeg Parking Authority, in consultation with Public Works, to:

1. Develop more options and alternatives than the current blanket two-hour parking restrictions on residential streets.

2. Consider policy and program options ensuring a range of potential curbside-management tools are offered in Winnipeg, such as:

    A. A defined institutional parking management perimeter around hospitals, designed to distinguish institutional commuter parking pressures from ordinary residential parking needs;

    B. Resident-priority or resident-only parking zones during specified high-demand periods, where warranted by parking occupancy data;

    C. Household-based visitor permits, including temporary or digital permits that allow residents to accommodate family members, caregivers, service providers and guests without requiring them to leave after two hours;

    D. Time-variable curb regulations, allowing parking duration to change according to the actual period of institutional demand rather than applying a two-hour restriction throughout the day;

    E. Dedicated short-term patient, accessibility, caregiver, loading and visitor spaces where appropriate;

    F. Demand-responsive or differentiated permit pricing, where appropriate, including consideration of whether residents with no off-street parking should receive different treatment from households with readily available private parking;

    G. Employee and institutional parking management, including opportunities to work with hospitals to better direct long-duration staff parking toward off-street facilities rather than surrounding residential streets;

COMMUNITY COMMITTEE RECOMMENDATION (continued):

H. Digital parking-management tools that reduce administrative burdens while allowing legitimate residents and visitors to access curbside parking;

I. Seasonal or event-based adjustments to parking regulations where demand patterns warrant them; and

J. Other approaches identified through the City's jurisdictional scan and the forthcoming Curbside Management Framework.

3. Use targeted, data-driven curbside management pilot, rather than treating a blanket two-hour restriction as the default response to institutional parking pressure particularly around Riverview Hospital or streets impacted in Winnipeg residential areas by bus operators parking near Transit garages like the Fort Rouge Garage.

DECISION MAKING HISTORY:

Moved by Councillor Gilroy,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Carried

The Chairperson called Councillor Gilroy to the Chair to move the following motion:

Moved by Councillor Rollins,

WHEREAS the concentration of institutional activity in a neighbourhood can create legitimate parking demand on surrounding residential streets, particularly where institutional parking capacity does not fully accommodate staff, visitors and other users;

AND WHEREAS residents living adjacent to Riverview Health Centre also have legitimate and ongoing needs for access to curbside parking, including parking for their own vehicles, family members, caregivers, visitors and significant family and community occasions;

AND WHEREAS a blanket two-hour parking restriction on residential streets surrounding an institutional use may address one component of parking demand, it can also shift parking pressure from one street to another and unnecessarily restrict residents and their guests who are not contributing to institutional commuter parking demand;

AND WHEREAS Winnipeg recognizes the importance of managing the curb as a limited public asset and is developing a more responsive curbside management plan;

AND WHEREAS a range of approaches used by other Canadian municipalities to address parking pressures around high-demand institutional areas, including resident-only zones, institutional buffer perimeters, temporary visitor permits, digital guest permits, and differentiated permit structures;

AND WHEREAS Toronto provides an example of a more comprehensive residential parking permit approach around major institutional and employment areas, combining restrictions on commuter parking with mechanisms for residents, visitors and caregivers to retain reasonable access to the curb;

DECISION MAKING HISTORY (continued):

AND WHEREAS Montreal similarly uses resident parking zones around high-demand institutional areas while providing temporary visitor and caregiver mechanisms, demonstrating that protecting residential streets from commuter parking does not require eliminating reasonable access for residents and their guests;

AND WHEREAS the jurisdictional scan identifies the principle that effective curbside management should integrate space management, time management and elasticity management, allowing the same curb space to serve different users at different times and responding to localized demand rather than relying on a single city-wide tool;

AND WHEREAS a more targeted approach could distinguish between institutional commuter parking and legitimate residential, visitor, caregiver, patient and short-term access needs, while supporting the City's broader objectives for transportation, accessibility, neighbourhood protection and efficient use of public space especially in areas with a higher degree of density and development;

THEREFOR BE IT RESOLVED that the Standing Policy Committee on Public Works be requested to direct the Winnipeg Parking Authority, in consultation with Public Works, to:

1. Develop more options and alternatives than the current blanket two-hour parking restrictions on residential streets.

2. Consider policy and program options ensuring a range of potential curbside-management tools are offered in Winnipeg, such as:

    A. A defined institutional parking management perimeter around hospitals, designed to distinguish institutional commuter parking pressures from ordinary residential parking needs;

    B. Resident-priority or resident-only parking zones during specified high-demand periods, where warranted by parking occupancy data;

    C. Household-based visitor permits, including temporary or digital permits that allow residents to accommodate family members, caregivers, service providers and guests without requiring them to leave after two hours;

    D. Time-variable curb regulations, allowing parking duration to change according to the actual period of institutional demand rather than applying a two-hour restriction throughout the day;

DECISION MAKING HISTORY (continued):

E. Dedicated short-term patient, accessibility, caregiver, loading and visitor spaces where appropriate;

F. Demand-responsive or differentiated permit pricing, where appropriate, including consideration of whether residents with no off-street parking should receive different treatment from households with readily available private parking;

G. Employee and institutional parking management, including opportunities to work with hospitals to better direct long-duration staff parking toward off-street facilities rather than surrounding residential streets;

H. Digital parking-management tools that reduce administrative burdens while allowing legitimate residents and visitors to access curbside parking;

I. Seasonal or event-based adjustments to parking regulations where demand patterns warrant them; and

J. Other approaches identified through the City's jurisdictional scan and the forthcoming Curbside Management Framework.

3. Use targeted, data-driven curbside management pilot, rather than treating a blanket two-hour restriction as the default response to institutional parking pressure particularly around Riverview Hospital or streets impacted in Winnipeg residential areas by bus operators parking near Transit garages like the Fort Rouge Garage.

Carried

Councillor Rollins resumed the Chair.