



## **URGENT NOTICE: Changes affecting City of Toronto Parking/No-Stopping Tickets**

OMCA has been notified of a recent change to the City of Toronto's policy regarding disputing tickets that prohibits us from going to bat for members when they receive tickets. As well, we received a clarification regarding No Stopping zones (even if it also says motor coach loading zone). The details are below:

### **Process for Disputing Tickets**

Over the last several years, OMCA has been successful at arguing for the withdrawal of many parking/stopping tickets issued by the City of Toronto. We've done so through contacts in the enforcement community who have been very fair and balanced in their approach.

Unfortunately, we've been advised that the City of Toronto has now implemented a new parking ticket system. Effective this fall, the City Police and the Toronto Parking Authority are no longer involved in ticket disputes or consideration thereof because they no longer go through the court system.

Any tickets must now be challenged through the City's new Administrative Penalty System (APS) which has replaced the courts as the forum for disputing charges. We've also been informed that under the new system, OMCA can no longer make the appeal as disputes must be presented by the company (and/or person) that received the ticket. As much as we would like to be able to continue to help, the process simply doesn't allow for it.

The link to the City website explaining the new process with links to submit a dispute is as follows:

<https://www1.toronto.ca/wps/portal/contentonly?vgnextoid=52a9b5ddcd57d510VgnVCM1000071d60f89RCRD>

### **Clarification re: NO STOPPING**

We've also been provided with a clarification on NO STOPPING, even when there is an additional sign that says Motor Coach Loading Zone. A number of operators have received tickets after stopping in such a confusing circumstance. According to the officer we contacted:

*I can confirm that No Stopping means No Stopping. Technically what that means is stopping is only allowed to avoid conflict with other traffic, to comply with a traffic sign / signal or to comply with direction of a police officer. There are a few exemptions: public transit vehicles, utilities under contract to the City, emergency vehicles. Taxis and vehicles with accessible permits also may stop to unload a passenger. There is no legal exemption for private coach buses such as the operators use. Officers will always use their discretion but each officer will be different. Some may allow a few minutes for loading, others will have less tolerance. Time of day, traffic flow and location all go into the decision-making.*

*Many of the bus loading / parking zones are only in effect during certain days / times. The yellow signs are advisory only – the other (white) signs are actually the regulatory signs and take precedence over the yellow sign. For example, some streets may have rush hour No Stopping periods and bus parking from 6:30pm until 7:30am Mon-Fri. Bus parking would not be permitted during the rush hour period. So ALL signs must be reviewed as they pertain to different days and times. I can appreciate in some locations downtown where there may be several signs on a pole and it can become confusing. The City is in fact exploring different signage that may reduce this this confusion but I expect that is down the road a bit.*

Thank you for your cooperation and understanding in this matter.