

## Additional Background and Previous Assessment of Options

In 1997, City Council resolved that Bylaw No. 7200, The Traffic Bylaw be amended to reduce the then 48-hour parking time limit in residential neighbourhoods to a 36-hour parking time limit. The change was implemented to reduce the notice period and allow for earlier removal of private vehicles from the street to improve upon the efficiency and effectiveness of roadway operations and work productivity for street cleaning, snow removal, maintenance, and construction activities.

The following inquiry was made by former Councillor P. Lorje at the meeting of City Council held on March 3, 2014:

“Will the Administration please review the requirement for parking turnover of private vehicles in residential neighbourhoods. Currently cars have to be moved at least every 36 hours. This poses a difficulty for people who wish to park their car and go away for the weekend. Can consideration be given to lengthening the time restriction to 48, 60 or 72 hours.”

At its meeting held on October 10, 2017, the Standing Policy Committee on Transportation considered the Time Restrictions for Parking Turnover in Residential Neighbourhoods report that highlighted:

1. Extending parking time limits in residential neighbourhoods would raise operating costs by a minimum of \$330,000 and have significant negative operational impacts.
2. Extending parking time limits would interfere with enforcement efforts of Bylaw No. 7200, The Traffic Bylaw.

The Committee resolved:

- “1. That the Administration report back on the possibility of extending the time limit for parking in residential areas, while stipulating there will be an exemption for operational service levels; and
2. That the Administration report back on the opportunity to apply for an exemption for a finite period of time.”

At its meeting held on April 16, 2018, the Standing Policy Committee on Transportation considered a follow-up report that provided the following four options:

Option	Details	Incremental Cost
1	<ul style="list-style-type: none"> <li>• Retain existing 36-hour parking time limit in residential areas.</li> <li>• Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping.</li> </ul>	\$0
2	<ul style="list-style-type: none"> <li>• Increase the parking time limit to 48, 60, or 72-hour parking time limit in residential areas.</li> <li>• Increase advance notice of snow removal, street cleaning and sweeping to 48, 60, or 72-hours, matching the parking time limit in residential areas.</li> </ul>	\$330,000
3	<ul style="list-style-type: none"> <li>• Increase the parking time limit to 48, 60, or 72-hour parking time limit in residential areas.</li> <li>• Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping.</li> </ul>	zero to \$400,000
4	<ul style="list-style-type: none"> <li>• Retain existing 36-hour parking time limit in residential areas.</li> <li>• Retain existing 36-hour advance notice of snow removal, street cleaning and sweeping.</li> <li>• Provide program for residents to apply for an exemption for a finite period of time.</li> </ul>	unknown

An assessment of the four options and the program for residents to apply for an exemption for a finite period of time is on the following two pages.

## Previous Assessment of Options

Option	Details	Positives	Negatives
1	<ul style="list-style-type: none"> <li>Retain existing 36-hour parking time limit in <b>residential</b> areas.</li> <li>Retain existing 36-hour advance notice of <b>snow removal, street cleaning and sweeping</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Productivity, costs, and level of service for Roadways, Fleet &amp; Support are maintained.</li> <li>Residents are not required to learn new policy.</li> <li>Parking time limit and advance notice timing is consistent, providing ease of understanding for residents.</li> </ul>	<ul style="list-style-type: none"> <li>Residents that are unaware of the policy face risk of being towed.</li> </ul>
2	<ul style="list-style-type: none"> <li>Increase the parking time limit to 48, 60, or 72-hour parking time limit in <b>residential</b> areas.</li> <li>Increase advance notice of <b>snow removal, street cleaning and sweeping</b> to 48, 60, or 72-hours, matching the parking time limit in residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>On-street parked vehicles can remain on street for a longer period of time, although some residents may object to this.</li> <li>Parking time limit and advance notice timing is consistent, providing ease of understanding for residents.</li> </ul>	<ul style="list-style-type: none"> <li>Loss of productivity for Roadways, Fleet &amp; Support.</li> <li>Additional signage is required for Roadways, Fleet &amp; Support, costing approximately \$180,000.</li> <li>Weather impacts on winter roadway operations would be more prevalent costing approximately \$150,000.</li> <li>Lower level of service would be provided to residents.</li> <li>Currently if a resident calls with a complaint about on-street parking, it takes a minimum of 36 hours for potentially the vehicle to be removed. Extending the 36-hour parking time limit to 48, 60, or 72 hours may be frustrating to residents who want quicker action taken.</li> </ul>
3	<ul style="list-style-type: none"> <li>Increase the parking time limit to 48, 60, or 72-hour parking time limit in <b>residential</b> areas.</li> <li>Retain existing 36-hour advance notice of <b>snow removal, street cleaning and sweeping</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Productivity, costs, and level of service for Roadways, Fleet &amp; Support are maintained.</li> <li>On-street parked vehicles can remain on street for a longer period of time, although some residents may object to this.</li> </ul>	<ul style="list-style-type: none"> <li>Re-education of the residents about the process would be required.</li> <li>Variance in parking time limit and advance notice timing may be confusing to residents.</li> <li>The number of vehicles towed ahead of Roadways, Fleet &amp; Support work will increase significantly, with the towing costs incurred by the City (<b>Note1</b>).</li> <li>Currently, if a resident calls with a complaint about on-street parking, it takes a minimum of 36 hours for potentially the vehicle to be removed. Extending the 36-hour parking time limit to 48, 60, or 72 hours may be frustrating to residents who want quicker action taken.</li> </ul>

Note 1: For example, a resident leaves on Monday morning at 8 a.m., is gone for 2.5 days, and understands that the parking restriction is 60 hours and therefore leaves his vehicle parked on the street. Roadways, Fleet & Support arrives at 10 a.m. and installs the 36-hour advanced signage ahead of street sweeping planned for the following Wednesday. The resident, believing they can leave their vehicle there for 60-hours, will have their vehicle towed in advance of the street sweeping. This process, if adopted, will significantly increase the number of vehicles towed, and as the Bylaw would not be in violation, tickets would not be issued. The City will incur the costs of towing, and an increase in resident frustration and complaints would occur due to the increased towing. In 2017, the City towed and ticketed over 4,000 vehicles in advance of the snow removal, street cleaning and sweeping operations. The costs of the towing are unknown.

## Previous Assessment of Options Continued

Option	Details	Positives	Negatives
4	<ul style="list-style-type: none"> <li>Retain existing 36-hour parking time limit in <b>residential</b> areas.</li> <li>Provide program for residents to apply for an exemption for finite period of time.</li> <li>Retain existing 36-hour advance notice of <b>snow removal, street cleaning and sweeping</b>.</li> </ul>	<ul style="list-style-type: none"> <li>Productivity, costs, and level of service for Roadways, Fleet &amp; Support is maintained.</li> <li>Parking time limit and advance notice timing is consistent, providing ease of understanding for residents.</li> <li>On-street parked vehicles can remain on street for a longer period of time, although some residents may object to this.</li> </ul>	<ul style="list-style-type: none"> <li>Additional staff would be required to provide this program. At this time it is unknown and difficult to predict how many residents would use this service as opposed to moving their vehicle to a friends or family driveway, or a private lot, leaving the cost recovery potential as questionable.</li> <li>Residents must be aware that this program exists.</li> <li>The program is only feasible in the summer as the street cleaning and sweeping is scheduled in advance, and conceivably a staff member could have the program details in front of them when a resident called for an exemption (it is not a given an exemption would be provided as if a street is planned for cleaning and sweeping during the period that the resident wants an exemption, the maintenance operations would take precedence, unless additional funds are provided). In the winter, the timing of snow events is not known, and it is not feasible to provide an exemption as snow removal must occur to maintain an appropriate level of service.</li> </ul>

Modifying the parking time limits may result in a change to service levels and increased costs. The incremental cost for the third option in the above table was reviewed by the Administration and was revised from the previous report of \$400,000 to a range of up to \$400,000. The initial estimate was determined by assuming that approximately 4,000 parking tickets issued, valued at \$100 each, would be disputed in court. Upon further consideration it is unlikely that each ticket would be disputed in court, however, the number that would be difficult to estimate in advance.

The Committee resolved:

“That the Administration consult with those involved in the residential parking review to see if there are ways to accommodate exemptions to the 36-hour parking bylaw and report back to the Standing Policy Committee on Transportation by the end of 2018.”

The residential parking review is planned to be undertaken in 2019 and a further report will address this resolution upon completion of the review.

Further, City Council, at its Regular Business Meeting held on April 30, 2018, considered and resolved:

“Whereas the 36 hour parking turnover restriction causes undue burden on those who have no access to off-street parking, that administration provide options that maintain the 36-hour rule for City maintenance work (and maintains resident responsibility for when maintenance takes place) but offers opportunities for longer parking as appropriate.”

For information, in 2017:

- 984 tickets were issued for being parked longer than 36 hours; and
- 5222 tickets were issued for being stopped in a maintenance area.