

**Document 1 - 2015 Councillor Survey – TPBL Staff Comments/Responses**

<b>Comment Number</b>	<b>Councillor Comment</b>	<b>Traffic Services Staff Comment/Response</b>
1	Review the requirement to park 1.5m away from a driveway in suburban communities as the length between driveways often means that a car cannot legally park on-street.	The 1.5m regulation is required to provide a small clear zone for vehicles to safely identify vehicles/pedestrians and cyclists on roadway. The by-law review completed by staff indicates that of the 23 largest municipalities in Ontario, 13 of 23 (57%) utilize between 1-3m as the laneway parking off-set distance. As such, staff are not proposing a change to the 1.5m regulation.
2	In line with Complete Streets Policy, bicycles should be treated as an equal road user, and disruption of bicycle facilities should receive the same level of enforcement as disruption of motor vehicle traffic: Stopping in a no stopping area is \$110(\$90early), but stopping in a reserved bicycle lane is only \$95(\$75 early). Stopping in a reserved bicycle lane should be at least as high as this can create hazards for cyclists.	By-law and Protective Services have increased the fine for "No Stopping, Reserved Bicycle Lane" to \$110 (\$100 early payment) which is the same as "No Stopping Anytime" in a mixed use travel lane. The increased fine was activated on April 19, 2016.
3	Bicycle lane restrictions (e.g. No Stopping/parking in a bicycle lane) only apply when the bicycle lane is signed as such (whether or not there are also no-stopping signs). The City should be able to follow up on complaints about parking in Bicycle lane.	A "Reserved Use Bicycle Lane" must have the accompanying regulatory signage in order to be legally classified as a reserved use lane under the Ontario Highway Traffic Act.
4	Clarify that City trucks are exempt from truck route regulations only when they are operating in a particular area (i.e. City vehicles should not use residential roads to pass through an area in which they are not working just because they are City vehicles) [s70(3) and s71(1)(d)].	The issue brought forward is a Fleet Training issue. Fleet vehicle operators must be aware of all regulations governing public highways similar to any other vehicle or bicycle operator.

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5	Laneways - Old Gloucester and new Ottawa do not merge well. Need to be discussed.	Former Gloucester had an anomaly in that the 1.5 m regulation at driveways was not in their by-law - dealt with harmonized By-Law in 2002/3.
6	Facilitating easier access to Residential Parking Permits and reducing the number of parking zones and types.	An initiative is underway to streamline permit delivery with a goal towards making permits available via web. The permit approval process must still follow the Council-approved policy. Various permit types are required to satisfy the different needs of residents and visitors in Ottawa which can vary greatly. A range of permits provides greater flexibility, not only from a resource but also a needs perspective i.e. Guest, Residential, Caregiver etc.
7	Lowering the threshold for the petition numbers required for residents to lower speed limits on residential roads.	Lowering the threshold for petition numbers is not governed by the Traffic & Parking By-law. The Council approved Speed Zone Policy stipulates 66% support for lowering the speed limit to 40 km/h or 30 km/h.
8	Recognizing the traffic calming and environmental benefits of trees and other vegetation on medians and alongside roads, the sightline by-laws need to be amended.	The installation of trees and other vegetation on medians and alongside roads is not governed by the Traffic and Parking By-law.

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9	We should revisit the approach which effectively makes it difficult and expensive to leave a car at home (on the street, with a permit) and easier/cheaper to take it to work. We should look at reversing this incentive/disincentive, and at pricing.	On-street parking rates and parking permit rates are not stipulated in the Traffic and Parking by-law. The rates for on-street/off-street (City Facility) parking permits are set by Council. The Annual Residential Parking Permit (RPP) rates coupled with alternative transportation mode costs are less than those associated to monthly parking in off-street facilities.
10	Our biggest complaint is the 3 hour parking rule. A lot of residents are not aware that this exists and the fact that residents have very limited parking on their own property presents a problem. I think it should definitely not apply to weekends as most people enjoy having company over, but are afraid to.	Traffic Services Staff are proposing a 6hr consecutive parking rule on weekends and holidays between 7:00 a.m. and 7:00 p.m.
11	Overnight parking ban should not be enforced on Class 5 roads as they do not see snow plows until 10 hours after the completion of an event. A lot of the newer areas are struggling for parking as it is. The ban is put on but for a lot of areas it's not enforced due to not enough By-law officers to issue tickets.	While the Traffic and Parking By-law sets-forth the schedule to enforce the winter parking ban regulation, the decision to make changes to the logistics would be owned by Public Works and Environmental Services group (Roads). This issue was recently studied and Council approved in regulations in fall 2015.
12	I believe we must look at some leniency during weekends and statutory holidays particularly to ensure that we do not prevent families from having visitors that need to park longer than 3 hours.	By-law update will include proposed unsigned 6hr parking rule on weekends and holidays as identified in the comment/response for comment 10 above.
13	Review of the 3 hour limit from 7-7 in the suburban context.	By-law update will include proposed unsigned 6hr parking rule on weekends and holidays as identified in the comment/response for comments 10 and 12 above.

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14	Rule/Regs in suburbs are they working?	The comment does not request a direct change to the Traffic and Parking By-law.
15	3 hour limit should not apply on weekends outside the Greenbelt.	By-law update will include proposed unsigned 6hr parking rule on weekends and holidays as identified in the comment/response for comments 10, 12 and 13 above.
16	Need clear rules for parking on one side in winter or year round.	On-street parking regulation changes can be accomplished via the Council-approved parking petition process. Changes that are safety related in nature can be implemented by staff through the use of delegated authority while those that are not require a petition.
17	Need enforcement during winter parking ban.	Enforcement of the winter parking ban is a By-Law and Regulatory Services matter. Enforcement is not regulated through the Traffic and Parking By-law.
18	10 minute parking at school/start stop times.	School area parking is dealt with on an ad-hoc basis as not one size can fit all. There are school areas which have on-street parking time limits set at max 15 minutes within drop off pick up times. Specific requests pertaining to drop-off time limits in school areas should be directed to 311 to initiate a service request to initiate a formal review by designated staff.