

3. ON-STREET PARKING REGULATION CHANGE POLICY
POLITIQUE DE MODIFICATION DE LA RÉGLEMENTATION DU
STATIONNEMENT SUR RUE

COMMITTEE RECOMMENDATION

That Council approve the On-Street Parking Regulation Change Policy, as attached in Document 1 and as described in this report.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve la Politique de modification de la réglementation du stationnement sur rue, énoncée dans le document 1 ci-annexé et décrite dans le présent rapport.

DOCUMENTATION / DOCUMENTATION

1. Director, Traffic Services' report, dated 27 March 2017 (ACS2017-TSD-TRF-0003)

Rapport du Directeur, Services de la circulation, daté le 27 mars 2017
(ACS2017-TSD-TRF-0003)

Report to
Rapport au:

Transportation Committee
Comité des transports
5 April 2017 / 5 avril 2017

and Council
et au Conseil
12 April 2017 / 12 avril 2017

Submitted on March 27, 2017
Soumis le 27 mars 2017

Submitted by
Soumis par:

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Ward: CITY WIDE / À L'ÉCHELLE DE LA File Number: ACS2017-TSD-TRF-0003
VILLE

SUBJECT: On-Street Parking Regulation Change Policy

OBJET: Politique de modification de la réglementation du stationnement sur
rue

REPORT RECOMMENDATION

That the Transportation Committee recommend that Council approve the On-Street Parking Regulation Change Policy, as attached in Document 1 and as described in this report.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver la Politique de modification de la réglementation du stationnement sur rue, énoncée dans le document 1 ci-annexé et décrite dans le présent rapport.

BACKGROUND

The Transportation Services Department's Traffic Services Service Area (Traffic Services) staff receive requests to change on-street parking regulations on local residential roadways directly from residents and/or Ward Councillors on a regular basis. This would include changes to the maximum 1-, 2-, or 3-hour parking durations or the implementation of no parking or no stopping regulations.

In general, changes to on-street parking regulations are triggered by two types of concerns: "Safety Related" and "Community Requests". "Safety Related" concerns are addressed through Delegated Authority as established by City Council approved by-laws and do not require consultation with the community. For "Community Request" there is no Council-approved policy that exists to define the process for obtaining resident support prior to making any changes. Currently, staff prepare a petition for residents to sign, however the application of the petition process varies across the city. A formal Council-approved petition process for non-safety related requests will ensure a consistent approach city-wide and that consultation with affected residents will take place prior to the implementation of any on-street parking regulation changes.

DISCUSSION

To ensure that a fair and consistent process be applied to all "Community Requests" for on-street parking regulation changes, an official process should be established. The recommended on-street parking regulation change process resembles the process used for a 40km/h speed change on a residential street. Through the Council-approved 40 km/h Speed Limit Petition Process, a 40 km/h speed limit can be posted on a local residential street if 66 per cent of the affected residents agree to the change and if concurrence is formally received by the Ward Councillor. The On-Street Parking Regulation Change Policy, as proposed by staff, ensures that a similar fair, consistent and transparent process will be followed city-wide.

According to the On-Street Parking Regulation Change Policy as described in Document 1, when a resident requests a change to on-street parking regulations, on their street, staff will undertake a review of collision records and conduct a site

investigation to determine whether the change addresses or causes any related safety issues. Staff will collect the necessary data to review the location and provide alternative options, if applicable, to the resident. If no safety issues are identified, staff will offer to provide a petition to the requestor. If the requested regulation change causes a safety concern, the resident will be notified of the results of the review and the request will not be pursued.

The petition provided by staff will identify the addresses of all affected households and will also provide information on any corresponding signage changes within the right-of-way. It will be the responsibility of the resident/applicant to visit every address listed on the petition form provided by Traffic Services. The formal petition process serves to inform Traffic Services staff of the proportion of residents who support the change in parking regulation and it also serves to provide notice to the residents along the street that a change in regulation may occur and that signage may be installed within the City's right-of-way, adjacent to their property.

As per the proposed On-Street Parking Regulation Change Policy, the rate of support required to implement a parking regulation change is 66 per cent. The change in parking regulation will only be implemented if agreed to by 66 per cent of those residing at the addresses listed on the petition and if approved by the Ward Councillor.

The On-Street Parking Regulation Change Policy serves as a tool to ensure consultation takes place with affected residents. In response to a survey sent to other jurisdictions in Canada, by the City of Ottawa, pertaining to on-street parking regulation changes within their jurisdiction, 82 per cent of the jurisdictions that responded practice some form of consultation prior to implementing non-safety related on-street parking regulation changes on residential roadways. A high-level summary of responses received from industry contacts indicates that some jurisdictions utilize a petition process, surveys or questionnaires and others use a combination of these mechanisms. For those respondents who stated having a process that required a threshold to implement the change to the on-street parking regulation, it ranged from 50 per cent to 75 per cent and in some cases, in addition to requiring staff support to initiating the change, a report to Committee or Council is also required.

In summary, the recommended On-Street Parking Regulation Change Policy provides a structured and formal process that ensures a fair and consistent application of changes to on-street parking regulations within the City of Ottawa.

RURAL IMPLICATIONS

The On-Street Parking Regulation Change Policy is applicable city-wide.

CONSULTATION

A formalized On-Street Parking Regulation Change Policy will ensure proper consultation and support a transparent, fair and consistent process.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendation in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated to this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations in this report.

ACCESSIBILITY IMPACTS

There are no impacts to accessibility associated with this report. Requests for on-street parking regulation changes pertaining to the installation of “No Stopping” regulations that do not address verifiable safety issues will not be supported.

TERM OF COUNCIL PRIORITIES

The On-Street Parking Regulation Change Policy Report aligns with the Service Excellence Priority and the Governance Planning and Decision Making Priority in the City of Ottawa 2015-2018 Strategic Plan. More specifically, the report supports improving the client experience through established service expectations while strengthening public engagement.

SUPPORTING DOCUMENTATION

Document 1 - On-Street Parking Regulation Change Policy

DISPOSITION

The Transportation Services Department will implement the On-Street Parking Regulation Change Policy in Ottawa as supported and approved by Council.