

Summary of Results - Public Engagement

Winter Overnight Parking Regulations

This document summarizes the comments received from the public regarding the Winter Overnight Parking Ban Review.

The public was invited to attend consultation sessions to provide analysis, input and recommendations on the City's Winter Overnight Parking Regulations.

Advertisements were placed in both English and French newspapers the week prior to the open houses hosted on May 27, 2015 and May 28, 2015. The advertisements invited residents to attend the two public meetings, provide written comments or to call and speak to staff on or before June 30, 2015. An additional session for Ward 23 residents was held on June 15, 2015 at the request of Councillor Hubley.

Approximately 18 participants attended the public engagement sessions, 60 residents provided written submissions, and 3 residents provided verbal comments directly to staff.

Internal and external stakeholders were also included in the public consultation process. Meetings were held with the Accessibility Advisory Committee, Ottawa Council of Business Improvement Areas (OCoBIA), Planning and Growth Management Department, Public Works Department (Roads Services; Parking Services; Traffic Services, Parks Buildings and Grounds Services), OC Transpo, By-law and Regulatory Services, Legal Services, Accessibility Office, Economic Development, Corporate Communications, and City Councillors.

The most significant and commonly discussed issues identified throughout the consultation process are summarized below, and are matched to the enhancements listed in the Discussion section of the report.

In general, there appeared to be an understanding amongst the majority of respondents that winter overnight parking regulations continue to be an issue requiring attention from Public Works' Roads Services Branch. There was extensive support for the enhancements and recommendations being put forward in the report to the Transportation Committee. Where operationally and fiscally possible, recommendations received from the public and stakeholders have been incorporated into the report.

Enhanced Communications

The following summarizes comments received:

- Develop a web application to show when the plowing is expected. A GPS system could show residents where plows are and they could move cars to accommodate plowing.
- Develop a web application to show where to park or find somewhere to park.
- Use the Ministry of Transportation of Ontario (MTO) variable message boards.
- Provide information similar to “Beat the Traffic” website and the weather network road conditions.
- Accessible parking permit holders are not exempt from the winter overnight parking regulations. This should be included in our communications.
- There should be better communication to all Ottawa residents about winter parking alerts and what the ban means - on radio, TV, web, The Weather Network apps, etc.
- A *feasible* schedule should be put in place for road cleanup that coincides with a website notification where individuals can consult whether the parking restriction does in fact apply to their street.
- To increase communications, offer an automated text service, in addition to the email alerts.
- Participant noted that last winter he did not receive an e-alert when expected.
- Clear instructions need to be given to owners of cars that are towed of how residents can locate their car.
- The overnight parking restrictions and the ability to receive emails advising of their imposition are useful and important conveniences. I think you will find we have a high level of compliance with parking restrictions on our street as a result.

Increase fine for parking on-street during a overnight winter parking ban

The following summarizes comments received:

- On many occasions residents do not move vehicles during a winter overnight ban and no ticket was issued
- Support for enforcement in areas where parking impedes street width.
- Give priority for enforcement in no-parking/stopping areas near medical facilities to keep roads accessible throughout the winter.

- Often times when some cars are left on roads and not moved, they are not towed away, but rather the plows go around them and leave a massive mess after the car eventually moves on - there should be a stiffer penalty for those who leave their cars on the road
- Ticket for non-compliance is too cheap to be an incentive.
- City could develop a parking tag that would allow a vehicle to be parked on streets during a storm without getting a ticket.
- No ticketing of residents. Abolish the overnight winter parking ban.
- Need more permits to allow people to park on the street.
- When a ban is in place, By-law should ticket ALL vehicles city-wide. People notice that By-law doesn't attend, therefore they take a chance and for the most part get away with it while others scramble to park elsewhere only to find a vehicle parked in front of their home when the plow went by and now we must shovel or blow the snow in our driveway.

Restrict Parking in New Subdivisions

The following summarizes comments received:

- Plow one side of the street one night and the other side the next night.
- Is it possible to have a winter restriction limiting parking to one side of the street during the winter months i.e. November to April? Plowing our street is very difficult after a snow storm due to cars parked on both sides of the street. Also, fire trucks have difficulty navigating our street when cars are parked on both sides and would have the same difficulty if called out in winter.

On-Street Parking Permit Fee

The following summarizes comments received:

- Implement a system that goes into effect for a limited time period such that residents may be able to purchase a 24 hour permit to allow them to park on the street during a storm.
- The impression is that the parking ban is a money grab, and it is not clear where the money collected through fines is spent.

Towing of Cars Parked On-Street during a Ban

The following summarizes comments received:

- Tow vehicles that are parked during a ban.

- Ticket/tow more offenders and look at removing the exemption for permit holders to ensure roads are clean and safe for everyone.
- To increase effectiveness, make the parking restriction applicable to ALL vehicles. Allowing permit-holders to remain on the street is completely counter to the intent of snow removal. When the plows have to go around the parked cars, they create snow mounds that cannot be cleared until the street is completely cleared for snow removal.

Off-street Parking and Transit Options

The following summarizes comments received:

- Explore off-street parking options, including Park & Ride stations.
- Free options for off-street parking during parking bans. City to provide a list of options and post on Ottawa.ca
- Create more short-term parking for residents
- Use existing space to park in your garage or driveway.
- Transit is not always an option for disabled when using alternate parking sites.
- Both in Sandy Hill and in New Edinburgh there is no public lot accessible to park my car in, when required. Not all homes on streets of these neighborhoods have parking spaces available. Given the few times that overnight parking is in effect, it is not worthwhile to rent a space (although those cannot be found, anyhow).
- If you would make access to retail store parking overnight, even for a reasonable fee, we would get off the street. I would appreciate that the City become creative to identify lots where people can park for a reasonable fee limited to these nights of parking restrictions.
- Would the City consider making parking in their lots free for overnight parking on nights when a parking ban is in effective? It could contribute to greater compliance.
- I would like to ask if would be possible to find out if areas generally not used for parking in the winter (baseball diamonds/soccer fields/hockey rinks parking areas not utilized or under-utilized in winter) could be an option for those of us who only have street parking for our principal residences.
- If the City's real objective was to remove snow then they would require all cars to be off the road, permit or no permit, and they would open up their lots to cars during winter parking bans. No cars should be allowed to park on streets when overnight bans are in effect. The City should open up their parking lots to overnight parking when bans are in effect. Planned snow removal (and street sweeping for that matter) should be organized in a way so that only a few streets

in a particular location are targeted at one time so that street parkers have a place to park relatively close to their home, and/or city lots should be opened up at no charge during those times (including overnight) to allow all cars a place to park without having to go to private lots which charge unreasonably high prices.

- When we have overnight guests, we get street parking permits, but these don't allow overnight parking during the bans. In my neighborhood, there is no parking lot within walking distance that they can safely use to park overnight.
- Greater consideration is needed for people to work at night and need to park on the street.

Delegated Authority

The following summarizes comments received:

- Consider a daytime ban (following day) to be able to plow residential streets.
- Restrict parking when people are at work (daytime ban). Suburban ban during the daytime and downtown ban overnight.
- City needs to deal with issue of private contractors pushing snow on the street
- Support for no overnight parking from November to April.
- I would advise that providing a street has been fully plowed overnight, and the time is after 5:00 a.m., that normal posted parking restrictions be in effect, and not continue the more stringent Overnight Parking Ban restrictions. Once the street has been fully plowed, and the road is clear, the purpose of the Bylaw to allow plowing has been met. This would allow residents to park on fully cleared streets after 5:00 a.m. within the normal parking restrictions.
- One option would be to have zone of primary roads that will be cleared overnight, and then a ban on day 2 for secondary zones.
- I wonder if a 12 hour grace period during this time would be more beneficial to the residents of the street. Perhaps having them remove their vehicles during the day following 10 cm of snow, would allow for more efficient snow removal.
- I would rather see a ban that coincides with the time of plowing. I don't perceive any benefit to the restriction on our street during the time of snowfall.
- If over-night parking is to be allowed, except when a given minimum of snow is forecast, then I strongly suggest that that ban remains in effect until the snow ploughing operations for that street are completed, irrespective of if this takes place during the subsequent day. Maybe the use of the words "Snow Parking Ban" would then be more appropriate. If this was implemented, would it be possible for the city to list on its web site, those streets where the ban is lifted, as they are cleaned up.

Miscellaneous Comments

The following summarizes comments received in relation to other options:

- Private snow plow contractors don't help things either, since what they do is usually move the snow from residents' driveways and laneways into the street. I'd like to see some enforcement of these contractors.
- A daytime ban would affect independent snow removal contractors.
- Support the by-law as it is.
- I am impressed with the City's success in clearing snow to enable safe travel following winter storms.
- Please make sure that the new rules would not create additional problems for senior citizens.
- City plows need to be able to access the full width of the street to keep it clear of snow during the entire winter.
- Since winter overnight parking has been allowed, the street has been poorly ploughed, resulting in increased number of snow removal operations prompted by the need to clean up the roadway, more so than need for essential snow removal.
- I would strongly oppose a change which would see parking banned overnight throughout the winter on my street.