

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING WEDNESDAY, JUNE 8, 2016
FROM:	GEORGE KOTSIFAS, P.ENG. MANAGING DIRECTOR DEVELOPMENT AND COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL and JOHN BRAAM, P.ENG. MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	OVERNIGHT PARKING 2016 AND BEYOND

RECOMMENDATION

That, on the recommendation of the Managing Director, Development and Compliance Services and Chief Building Official and the Managing Director, Environmental & Engineering Services and City Engineer the following actions **BE TAKEN**:

- a) Civic Administration **BE DIRECTED** to implement Option 5 – *Permit personal vehicles to park on permitted City streets Victoria Day to Labour Day and after Labour Day to Victoria Day with a free pass limited to 15 occurrences per plate except when prohibited as described further in Appendix “A”*; and to report back to amend PS-111 effective Labour Day 2016 if required; and
- b) Civic Administration **BE DIRECTED** to report back in the Spring of 2017 on the 2016 winter parking experience including the impacts on other service areas as well as exploring overnight paid permit parking for 2017 and beyond.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

Twelve reports have been submitted since 2001 on this subject and the last report was submitted on January 5, 2015: Civic Works Committee “Overnight Parking Update”

BACKGROUND

On September 9th, 2015, Municipal Council directed staff as follows:

“That the following actions be taken with respect to a pilot project to extend the permissible period for overnight parking up to and including November 1, 2015;

- a) The attached proposed revised by-law (Appendix “A” **BE INTRODUCED** at the municipal Council meeting to be held on September 1, 2015 to amend by-law P.S.-111 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London” to provide for the overnight parking of motor vehicles on City streets from Victoria Day to November 1, inclusive, for 2015;
- b) the Civic Administration **BE DIRECTED** to report back to the Civic Works Committee with findings from the pilot project noted in 1) above; and,
- c) the Civic Administration **BE DIRECTED** to submit a Business Case as part of the Multi-Year Budget process detailing the financial implications of permanently extending the provisions for overnight parking of motor vehicles on City streets from Victoria Day to November 1, inclusive”.

PURPOSE

In January staff reported back with the findings from the 2015 pilot project which extended the overnight parking up to November 1st. Secondly, staff provided options to Council for discussion purposes on options with regards to overnight parking and potentially the implementation of an overnight parking permit system. Some information previously included in the January report is included herein for reference.

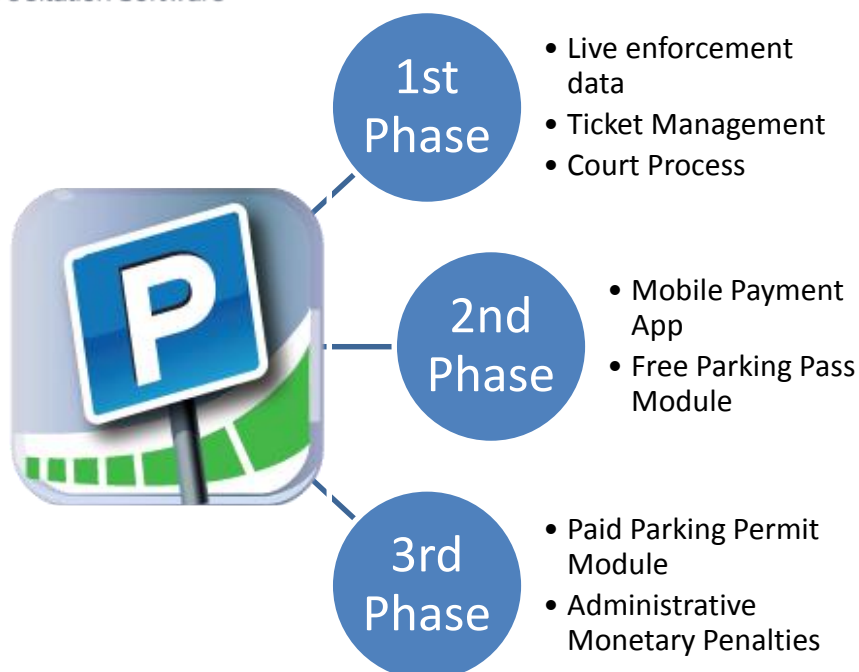
On January 12, 2016, Municipal Council directed staff as follows:

- a) the Civic Administration BE DIRECTED to report back to the Civic Works Committee during the first quarter of 2016, with respect to overnight permit options, for its consideration.

Also noted in the January 2016 CWC meeting, staff were requested to specifically review the Ottawa winter overnight parking model.

Parking Services 2016

Parking Services is changing and it is a very exciting time for our area. In addition to the new gtechna parking enforcement project, staff are involved in many new initiatives such as the parking services rebranding designed to improve customer service and increase our focus, mobile payment technology and the installation of additional master meters. Such progress requires dedicated staff resources which must be prioritized in order to maintain existing service. The existing enforcement project is a pre-requisite for the mobile application, the Free Pass Module and the Paid Permit module. Staff have worked very hard on this project and we are currently in the execution stage of that project. The paid permit module will be ready for implementation in 2017.



Overnight Parking Permit Management

On January 13, 2015, Council approved the acquisition of an integrated municipal parking solution including real-time enforcement data and will also include two modules noted below:

1. Paid Permit Management Module (web portal and back office management for paid permits with user accounts, wait-lists etc.)
2. Free Parking Pass Module (web portal and management with business rules for unpaid/temporary parking considerations).

The first **Paid Permit** management module has the capability to manage overnight paid parking permits through a web portal. Parking Services staff would know if a vehicle has a permit by checking the license plate in the handheld ticket processor on street with live data. This module will be available in 2017.

The second **Free Pass module** is a no cost **pass** which can be utilized to manage overnight parking by limiting the number of occurrences by license plate during a specific time frame and the same method to check for this permit would be used in the field. The free parking pass module will be available when the parking enforcement system goes live and a limited number will be issued per plate. By issuing permits or passes to vehicles this reduces the impact of congestion on the streets and for many improves the esthetics of their neighbourhood.

At the same time, it allows residents to park their vehicles on their street temporarily when they have company or extra vehicles from time to time. Most residents understand and agree that the roadway is not intended to be used for continuous overflow parking on a permanent basis. The free pass module also allows staff to restrict the issuance of passes such as when a winter storm is forecast or occurring so the public is aware that they cannot park on the road. This module will be available when the new parking enforcement system goes live in 2016.

Parking Services are regularly asked by residents to obtain an overnight parking permit when their driveway access (e.g. construction or driveway work) is unattainable to avoid issuance of tickets. Prior to the new parking enforcement system there was no permit or pass system option available and often vehicles are ticketed causing residents take steps to resolve ticket(s) after the fact. In some cities this is accommodated either through a paid permit system or a free pass model. For 2016/17 we propose to include this in the free pass model.

Civic Administration has outlined 7 Options contained on Appendix "A" of this report along with estimated financial implications associated with each option where possible. Further, not all streets currently permit overnight parking e.g. major roads and/or specific streets where residents opted out of the overnight parking allowance year round. Council would need to determine if the streets that have previously opted out of the overnight parking relaxation would remain no parking. This could be undertaken through a mail back survey of the residents on each street. Removal of any streets from the prohibited parking between 3 am and 5 am would require signage to be removed or altered. Commercial vehicles and trailers are prohibited from parking on the street year round currently and no option includes amending that prohibition.

Ottawa Model

There is no parking on city streets from November 15th to April 1st between 1 and 7 a.m. when 7 cm or more is forecast by Environment Canada and the General Manager notifies the public. This includes any forecast for a range of snow of more than 7 cm (for example, 5 to 10 cm). Vehicles that remain parked on the street will be ticketed towed and fined. On-street residential monthly parking permit holders are exempt from this restriction. Overnight parking is not permitted in facility parking lots (arenas, swimming pools, community centers, recreation complexes, etc.). City-owned parking garages are also available during an overnight parking ban at no cost.

Ottawa may implement the parking ban in circumstances other than a forecasted snow accumulation of 7 cm or more when deemed necessary to facilitate snow and ice removal, highway maintenance or to ensure the movement of traffic. The City has the flexibility to not implement an overnight parking ban where it is deemed to be unnecessary.

To inform residents and motorists, a special advisory is in effect the city provides notice using tools including social media, a public service advisory to news media and information posted to its website. Enforcement of winter overnight parking restrictions will continue each evening until snow clearing is completed and the City issues a special advisory indicating that the overnight parking restriction has been lifted.

Vehicles with onstreet parking permits are exempt from winter overnight parking restrictions, however, permit holders are asked to co-operate and not park on the street (summer permit April to November for \$30 (per month), winter monthly permit December to March \$140 (per month) + HST. Winter permits are more expensive to cover the cost of additional winter maintenance. Permit allows vehicle to park for up to 48 hours.

Ottawa differs from London in many factors such as weather. London is located in the heart of the snow belt with lake effect snow squalls and streamers from two Great Lakes as well as weather systems. Forecasts can change drastically and frequently last minute. Often the forecast is difficult to predict and the amount of snow in the snow belt is significantly higher than in the Ottawa area. London has unique challenges in that it may also have a warm up in the middle of winter followed by a sudden freeze which causes deep ruts and possible damage to vehicles or equipment.

The City of Ottawa has a higher level of winter maintenance service standard wherein London meets the minimum standard of service level. Ottawa has greater communications resources to inform the public of the start and end times of a ban, where in London could also communicate using social media, public service advisories to news media and its website. In Ottawa additional temporary signage is erected at specific times such as when snow is to be removed on City streets. London does not have additional resources to erect such signage. The Ottawa model also tickets and tows vehicles which are in violation to impound lots or streets nearby that have been cleared. When an event is forecast and an alert issued, and when an alert ends Ottawa has more resources to communicate with residents. In the event that vehicles are parked on the road when prohibited during an event because they didn't receive the message that parking was prohibited London does not have resources to initiate towing overnight. If a plow is forced to maneuver around parked vehicles it may be a few days before the plow can return for a double pass increasing resources and frustrating residents who abide by the parking regulations. Depending on the situation the plow may not be able to maneuver down the street. In London, if a forecast were to change at 2 am it would be difficult to notify residents of a sudden change in protocol and may be unrealistic to place the responsibility on the motorist. In addition to the snow clearing staff are required to salt bridges, hand shovel crosswalks and patch potholes during weather changes. During overnight parking bans, residents have free access to City - owned parking garages. London does not have City - owned covered parking facilities that could be utilized in the residential areas.

FINANCIAL IMPACT

The financial impact to regulate or not regulate overnight parking could range from \$0 (status quo) to \$700,000 annually plus one-time costs for signs, stickers, and an education campaign/ advertising ranging up to \$75,000. This however excludes the impact on winter operations and an overarching enhancement to existing communication resources. The \$75,000 in one-time costs in 2016 can be accommodated within the existing Parking operating budget as a result of the December free parking in the Downtown and Richmond Row being re-instated. Although the one-time costs of \$75,000 can be accommodated within the parking services budget the option being recommended would have a minimal effect on the operating budget. At this time, based on the options presented and the known financial impacts, the impact on the tax levy in 2017 could range from 0% up to 0.13%.

Overnight Parking 3 am to 5 am Financial Implications for Extending Relaxation			
Timeframe	# of Tickets Issued	Ticket Value	Fine Revenue
September 1 – November 1, 2012	6,013	\$35	\$210,455
January 1, 2012 – December 31, 2012	17,173		\$601,055
Timeframe	# of Tickets Issued	Ticket Value	Fine Revenue
September 1 – November 1, 2013	6,105	\$35	\$213,675
January 1, 2013 – December 31, 2013	20,025		\$700,875
Timeframe	# of Tickets Issued	Ticket Value	Fine Revenue
September 1 – November 1, 2014	6,662	\$35	\$233,170
January 1, 2014 – December 31, 2014	20,306		\$710,710
Timeframe	# of Tickets Issued	Ticket Value	Fine Revenue
September 1 – November 1, 2015	250	\$35	\$8,750
January 1, 2015 – December 31, 2015	15,236		\$533,260
3 year avg September 1 – November 1 2015 ticket revenue			\$219,100
Financial Impact to extend to Nov 1			- 8,750
3 year avg January 1 – December 31 (2012-2014)			\$210,350
4 year total Fines 3 – 5 am (2012-2015)			\$670,880
			\$2,545,900

CONCLUSION

A decision to implement an option is required at this time to allow sufficient time to amend the PS-111 By-law if required and to initiate the required business processes, parking technology, communication strategies, etc.

The options for consideration range from status quo (pre 2015) to permitting overnight parking year round without any regulations unless there is a forecasted weather event. The latter is not recommended by staff. We believe this would have a negative effect on winter operations and could lead to a negative customer service experience for motorists as well as impact resources.

Staff believe that Option 5 is a fair solution for residents and visitors to London. Signage could remain status quo. Personal vehicles could park on streets overnight (no longer than 12 hours) which has been the practice since 2009. Following Labour Day free parking passes could be utilized by plate between Labour Day and Victoria Day. Parking would be prohibited without a pass between 3 am and 5 am between Labour Day and Victoria Day.

This model also allows the City to restrict overnight parking at our discretion. If a weather event is imminent, forecast or prolonged we have the ability to make the decision to prohibit overnight parking at our desired standard so that our operations are not unduly affected for the length of time required. This could include timeframes when there is too much snow on the road making parking difficult. This also allows the public increased access to overnight parking when it is appropriate, makes sense and does not affect operations adversely.

Staff would report back in the spring of 2017 on the experience of the free passes, the demand for passes, the effect on winter operations, the effect on fine revenues and staff resources in all areas impacted. In 2017 the ability to provide paid parking permits by plate will be available and could then be implemented to help offset increased costs or loss in fine revenue. If the demand for free parking passes is popular paid parking permits may be a great extension once the free passes are exhausted. When winter snow events or other occurrences such as ice storms etc. are forecast or occurring the pass/permits would be restricted from use. Other than status quo staff believe this has the least negative effect on the parking services budget while providing customers new flexibility and improved customer service to park overnight on City streets weather permitting. This model will also reduce vehicle congestion in neighbourhoods which we often heard was problematic and encourage residents to park in their driveways when possible.

ACKNOWLEDGEMENT

This report was prepared by Annette Drost, Manager of Municipal Law Enforcement Services with assistance by staff from several areas including Roads and Transportation, Winter Operations, Corporate Communications, Information Technology Services and Finance.

RECOMMENDED BY:	REVIEWED AND CONCURRED BY:
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RECOMMENDED BY:	RECOMMENDED BY:
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Appendix "A"