

2017/2018 Municipal Review of Angle Parking rules for Cul-de-sacs

CITY	ANGLE PARKING IN A CUL-DE-SAC
City of Edmonton	Permitted with a valid petition. Cul-de-sac must have a radius greater than 15 metres.
City of Medicine Hat	Permitted* except on waste collection days and as long as the vehicle is not interfering with free flow of traffic. No application or evaluation.
City of Waterloo	Permitted as long as the vehicle does not obstruct traffic. No application or evaluation. Overnight parking is generally prohibited (2:30-6:00 AM).
City of Boston, MA	Not permitted. All parking is prohibited within the turning basin of a cul-de-sac.
City of Denver, CO	Not permitted.
City of Hamilton	Not permitted.
City of Mississauga	Not permitted. Street parking limited to 3 hours.
City of Niagara Falls	Not permitted.
City of Ottawa	Not permitted. All parking is prohibited within the turning basin.
City of Phoenix, AZ	Not permitted.
City of Regina	Not permitted in cul-de-sacs. May be permitted on corner bulbs with where a minimum clearance of 6m is maintained.
City of Richmond	Not permitted.
City of Saskatoon	Not permitted
City of Surrey	Not permitted.
City of Toronto	Not permitted, plus a 15m parking prohibition zone from the end of the street.
City of Winnipeg	Not permitted.

* Policy only. Permission to angle park does not conform with the Alberta Use of Highways and Rules of the Road Regulation (304/2002)

Parking in Cul-de-Sacs

(A. Sohi)

Recommendation:

That the June 26, 2012, Transportation Services report 2012TS5439, be received for information.

Report Summary

This report provides information on regulations and bylaws that govern parking in cul-de-sacs.

Previous Council/Committee Action

At the June 26, 2012, Transportation and Infrastructure Committee meeting, the June 26, 2012, Transportation Services report 2012TS5439, was postponed to the July 9, 2012, Transportation and Infrastructure Committee meeting.

At the April 4, 2012, City Council meeting, Councillor A. Sohi made the following inquiry:

It has come to my attention that there is a lack of clarity among constituents about the regulations that apply to parking in cul-de-sacs. Given many households' reliance on on-street parking in cul-de-sacs, this lack of clarity can create frustration and non-compliance with regulations.

I would like Administration to provide a report detailing:

1. Current regulations that apply to parking in cul-de-sacs.
2. The rationale for the restriction of angle parking in cul-de-sacs and

cases in which angle parking has been, could be, or is permitted.

3. Current bylaw enforcement practices for parking infractions in cul-de-sacs.
4. Cul-de-sac design guidelines and parking regulations in comparable municipalities.

Report

Current Regulations

The *Traffic Safety Act*, Use of Highway and Rules of the Road Regulation is the governing framework that regulates rules and regulations of the road.

Division 10, Parking and Stationary Vehicles, Angle Parking states the following:

Section 46(2) when:

- a) a sign indicates that angle parking is permitted or required, and
- b) no guidelines are visible on the roadway, a person may only park a vehicle with the vehicle's sides at an angle of between 30 and 60 degrees to the curb or edge of the roadway and
- c) in the case of a vehicle, other than a motorcycle, with one front wheel not more than 500 millimetres from the curb or edge of the roadway.

Traffic Bylaw 5590 follows the regulations of the *Traffic Safety Act*. Angle parking is only permitted when there are signs permitting angle parking.

Rationale for the Restriction of Angle Parking

Angle parking is not permitted in cul-de-sacs with less than a 15 meter radius as there is insufficient road space for vehicles to turn around.

Guidelines have been established that permit angle parking for residents who live in a 15 meter or greater radius cul-de-sac. Residents must complete a petition with majority agreement. If the petition meets established guidelines, angle parking signs are installed and angle parking is then required.

Current Enforcement Practices

Parking infractions, such as angle parking, left wheels to the curb, too close to a stop sign, etc., are responded to by Parking Enforcement Officers when receiving a citizen complaint registered through the non-emergency Edmonton Police Complaint Line. Parking Enforcement Officers will proactively address any other visible offences within the immediate vicinity of the complaint location.

Guidelines Regulations in Comparable Municipalities

Other municipalities comply with the *Traffic Safety Act* as Edmonton does. The City of Calgary follows the same principles as the City of Edmonton.

Options for Bylaw Amendments

Cul-de-sac design is based on minimum Transportation Association of Canada criteria for radius that the cul-de-sac needs to accommodate, at the least, the turning movement of a delivery truck which is 10.5 metres. This is similar to the typical and minimum radius required for a waste management truck.

Residents that live in a cul-de-sac within a 15 metre or greater radius do have an option to apply for angle parking which is permitted if affected residents meet established guidelines

Administration's guidelines provide provisions for parking changes to cul-de-sacs with a 15 metre or greater radius; therefore, no changes to Traffic Bylaw 5590 are required.

Public Education

In light of recent complaints concerning angle parking in cul-de-sacs greater awareness of the existing provision seemed warranted.

In March 2012, as a pilot project, enforcement practices were changed to provide vehicle owners with a warning notice for a first time angle parking violation in a cul-de-sac. Warning notices will be used as a mechanism to educate vehicle owners that angle parking is prohibited, unless permitted by signage. Subsequent infractions will result in the issuance of a citation.

As the use of warning notices to address cul-de-sac angle parking violations is a departure from standard parking enforcement practices, Administration will use this pilot project to assess the scope of the problem, monitor complaint volume changes, and review any cost implications associated with tracking violations. All other forms of parking violations occurring in cul-de-sacs will continue to be addressed through issuing citations upon verification of an offence.

City of Edmonton will produce brochures for posting online and for distribution in collaboration with Urban Development Institute and Canadian Home Builders' Association, Edmonton Region, to prospective home buyers within a cul-de-sac.

Other avenues for public education around the *Traffic Safety Act*/Traffic Bylaw regarding parking in cul-de-sacs include advertisements in Community weeklies, bi-annually, FAQ's on the City of Edmonton website, 311, information dissemination via social networks (Twitter, Facebook).

Policy

- *Traffic Safety Act*
- Traffic Bylaw 5590

Corporate Outcomes

2.3 Complete collaborative communities that are accessible, strong, and inclusive with access to a full range of services.

Others Reviewing this Report

- L. Cochrane, General Manager, Community Services
- D. H. Edey, General Manager, Corporate Services