

STREET SWEEPING PARKING MANAGEMENT

EXECUTIVE SUMMARY

This report recommends a new fine for vehicles parked in violation of temporary signage to improve the effectiveness of City maintenance operations, such as street sweeping, while work is in progress. The City currently covers the cost of towing non-compliant parked vehicles out of the way of street sweeping operations and this fine will help to offset that cost.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommends that Council gives three readings to the proposed bylaw (Attachment) to amend the Calgary Traffic Bylaw 26M96.

RECOMMENDATION OF THE SPC TRANSPORTATION AND TRANSIT, DATED 2015 JUNE 17:

That Council:

1. Gives three readings to **Proposed Bylaw 28M2015** to amend the Calgary Traffic Bylaw 26M96; and
2. **Direct Administration to investigate alternatives, to invoke parking bans associated with spring clean-up activities, in residential / targeted areas city-wide and report back to the SPC on Transportation and Transit no later than 2016 January.**

Excerpt from the Minutes of the Regular Meeting of SPC on Transportation and Transit held 2015 May 20:

"TABLE, Moved by Councillor Demong, that Report TT2015-0356 be tabled to the 2015 June 17 Regular Meeting of the SPC on Transportation and Transit.

CARRIED"

PREVIOUS COUNCIL DIRECTION / POLICY

Calgary Transportation Plan goals include 'Ensure transportation infrastructure is well managed' and 'Promote safety for all transportation users'. The Calgary Traffic Bylaw 26M96 has an existing section that deals with unlawful parking along snow control routes. Nothing exists that specifically addresses the Street Sweeping Spring Clean-up program.

BACKGROUND

The Street Sweeping Spring Clean-up program by Roads maintenance contributes to the safety of all road users. Each year Roads removes approximately 40,000 cubic metres of material from 14,600 lane kilometres of city streets during Spring Clean-up. Delivering this annual program efficiently and effectively depends on the roadway being cleared of parked vehicles. Parking

STREET SWEEPING PARKING MANAGEMENT

restrictions are posted with signage in the neighbourhoods. Updates to online maps indicate the dates and location of sweeping activity. A temporary parking ban is setup, where needed, using "No Parking" signage. Signs are positioned at least twelve hours ahead of the street sweeping operation and while many vehicle owners comply with the parking bans some do not.

The current fine for parking in contravention of a signage under the Calgary Parking Bylaw, is \$50. This fine is reduced to \$36 if paid within ten days and \$40 is paid within eleven to thirty days. There is no existing fine specific to parking which interferes with street cleaning operations and the cost to tow an illegally parked vehicle in this situation is approximately \$50.

When owners do not move their vehicle, and towing is not available, City crews are not able to sweep curb to curb. Instead, they travel around the vehicle, which leaves patches of gravel and debris on the roadway and can cause issues for pedestrians, drivers, bicyclists and motorcyclists. Incomplete sweeping also increases the amount of material that enters the storm drainage system. In addition, citizens call 311 and request city crews return to complete the work.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

A parking ban is in effect when a "No Parking" sign is placed on the road; this tool is used to support street sweeping operations. Any vehicle that is not removed from the specified area may be issued a parking ticket and towed to a nearby road where space is available. The practice of short-towing a vehicle that is parked unlawfully and interfering with operations eliminates the need for crews to return to an area, which is very costly. The Calgary Parking Authority (CPA) now covers the cost of this towing service which was approximately \$120,000 in 2014, in previous years this cost was paid by Roads.

Of the 14,600 lane kilometres that are swept each year, approximately 1300 lane kilometres have parking bans, the equivalent of approximately 200,000 parking stalls. The CPA reported that during the 2013 Street Sweeping Spring Clean-up program unlawfully parked vehicles resulted in 1528 tickets and short tows. During the 2014 season 2423 incidents of non-compliance were reported. A short tow results in a vehicle being moved out of the way to a nearby cleaned street rather than to the CPA impound lot. The cost of the short tows exceeded the associated fines.

The existence of penalties encourages voluntary compliance with street sweeping parking restrictions. The current generic penalty for parking in contravention of signage is not considered appropriate in relation to the cost and impact non-compliance has to City operations and the operational impact it may have on road users. A new parking penalty provision specific to obstructing City maintenance operations is warranted along with an increased fine for violations. The new fine would be \$120, with early payment options of \$80 (within 10 days) and \$90 (within 11-30 days). The additional fine amount is intended to cover the short tow costs for CPA.

STREET SWEEPING PARKING MANAGEMENT

Stakeholder Engagement, Research and Communication

A review of eight Canadian municipalities on sweeping practices revealed that seven used parking penalties to improve their street cleaning and snow removal operations. Of the seven, five imposed higher penalties when parking infractions impacted City street clearing operations.

The Law department and CPA were consulted on the creation of the proposed charging section and fine.

Strategic Alignment

The recommendations in this report align with a number of items from Council-approved plans and priorities:

Calgary Transportation Plan:

- Ensure transportation infrastructure is well managed
- Advance environmental sustainability
- Promote safety for all transportation users

Action Plan 2015-2018:

- 95% of the roads swept during the Street Sweeping Spring Clean-Up program will achieve quality standards
- Reduce road maintenance cost per lane kilometre.

Social, Environmental, Economic (External)

This report aims to increase the effectiveness of the Street Sweeping Spring Clean-up program operations and the safety of all road users by reducing the amount of gravel on Calgary streets. Removing gravel from streets minimizes the environmental impacts because less material enters the storm sewer system. By increasing safety for all users, the economic costs associated with vehicle accidents are reduced.

Financial Capacity

Current and Future Operating Budget:

There are no direct operating budget implications to Roads. Introducing a new parking fine will offset the towing costs incurred by CPA to assist Roads in carrying out Street Sweeping Spring Clean-up program activities.

Current and Future Capital Budget:

The recommendations in this report do not impact the current or future capital budget of Roads.

Risk Assessment

The accumulation of gravel on the street is a safety concern for all road users. Adopting the recommendations in this report will result in increased effectiveness of the Street Sweeping Spring Clean-up program, lower costs and increase overall operational benefits on the streets.

STREET SWEEPING PARKING MANAGEMENT

REASON(S) FOR RECOMMENDATION(S):

The recommendations in this report will contribute to a more efficient Street Sweeping Spring Clean-up program.

ATTACHMENT(S)

Proposed Bylaw 28M2015 to amend the Calgary Traffic Bylaw 26M96.