



STAFF REPORT

Meeting Date: September 26, 2022

Title: Parking and Traffic By-law Consolidation and Update

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Department: Building and Planning

Report Number: Building & Planning-2022-016

Recommendation:

THAT Council accept the attached Parking and Traffic By-law #2022-____ to provide clear and up-to-date parking regulations and that Chapter 150, Parking and Traffic, of the City of Dryden Municipal Code and all amendments thereto are rescinded.

Background:

The Municipal Act grants municipalities the power to create and enforce by-laws that are deemed necessary to regulate and enforce parking on municipally owned and privately-owned lands.

Upon taking the position of Municipal Law Enforcement Officer, I was tasked with reviewing and updating the Parking and Traffic by-law with the objectives of modernizing the by-law and to make necessary changes to keep up with the industry standards.

Discussion:

Most provisions of the current Parking and Traffic by-law remain in the proposed by-law.

Changes that are introduced in the attached proposed by-law are as follows;

1. Addition of excessive idling regulation

2. Increase the set fines for safety related issues related to emergencies (Sections 5.2, 8.3, 9, 17)
3. Update the by-law to introduce politically correct terminology
4. Update road names, such as removing Colonization Ave South and North, and replacing with Boozhoo Avenue and Memorial Avenue
5. Update road names to ensure consistency throughout the by-law (Highway 594 vs. Duke Street, etc.)
6. Including in the by-law Highway Traffic Act authority to tow vehicles that are in violation of the by-law
7. Removal of the word "boulevard" and replace with "highway right-of-way", effectively prohibiting parking on a highway right of way
8. Amended listing of Stop Signs and Yield Signs at intersections, to replace yield signs with stop signs at intersections at the direction of Public Works

The following provides reasoning behind proposed changes that are included in the proposed By-law.

- Addition of excessive idling regulation (longer than 30 minutes being considered excessive)
 - Throughout the winter season, several concerns from residents of the City arose around the idling of vehicles. The chief complaints were in regard to heavy duty vehicles such as busses and transport trucks idling for a long period of time, sometimes 6-8 hours throughout the day. It was claimed to have caused breathing difficulties for residents that lived in the areas where diesel vehicles were idling. Diesel vehicles also have the potential to emit excessive noise while idling, ultimately resulting in noise pollution in residential neighbourhoods. This provision will allow By-law Enforcement to deal with issues relating to idling vehicles for an excessive amount of time.
 - Several people were asked how long they tend to idle their vehicles in the winter. Most people reported to idle their vehicles for an average period of 5-15 minutes in the morning during the winter months. Of course, diesel vehicles may require extra time to warm up. 15 minutes is generally equivalent to 1 remote start cycle. 30 minutes would allow sufficient time for a gas or diesel vehicle to warm up in -30 degree weather, which is equivalent to 2 remote start cycles.
- Increase the set fines for safety related issues related to emergencies (5.2, 8.3, 9, 17)
 - Due to emergency vehicle parking zones, emergency vehicle routes, fire hall routes, and fire hydrants needing to be accessible on moment's notice, proposed is an increase in fine amounts for these violations. Several municipalities in the region have increased fine amounts for these

types of violations, ranging from \$50.00 to \$120.00 and above. While remaining in alignment with the industry standards and keeping fine amounts fair, proposed is a \$60.00 fine for these types of violations.

- Update the by-law to introduce politically correct terminology
 - Remove the wording “Disabled Parking Space” and replace with “Accessible Parking Space”
- Update road names
 - Removed Colonization Ave South and North and replaced with Memorial Avenue and Boozhoo Avenue
 - Changed some road names to ensure consistency, such as changing “Duke Street” to “Highway 594”
 - Correct road names listed in the by-law that were incorrect, such as typos reading “Highway 12” rather than “Highway 17”
- Addition of authority to tow vehicles that are in violation of the by-law
 - This authority is given to Municipal By-law Officers by the Highway Traffic Act but needs to be cited within the by-law. Previously, Dryden Police Service had the authority to tow vehicles that were in contravention of the Highway Traffic Act and municipal by-laws.
 - This authority would only be exercised in rare circumstances where compliance with the by-law cannot be gained through all other routes.

For example, a large flatbed semi-trailer was left blocking a fire hydrant on Scott Street for several months throughout the winter of 2021. The trailer also hindered snow removal operations. License plates were removed from the trailer by the owner. Without any way of knowing who the owner of the trailer was or not having any methods to make contact with the owner, removing the vehicle was the best option in this scenario. Dryden Police were able to assist.

Costs for towing a vehicle would not be a burden on the City. All costs for removal and storage are able to be recovered by the towing company providing the service through placing a lien on the vehicle’s registration.

- The current parking by-law includes prohibitions relating to parking on a “boulevard” meaning the portion of the highway/road allowances that is unused for vehicular traffic. The definition of boulevard was written in a way that did not clearly describe that persons cannot park on a highway right of way. Proposed is a change to clearly define a highway-right-of way, which would allow for effective enforcement.

- Proposed stop sign additions are located at the following intersections:
 - Elizabeth and Arthur Street
 - Morison and Arthur Street
 - Morison and Philip Street
 - St. Charles and Rourke
 - Rourke and Anderson
 - Elvis and Milanese Place
 - Wilde St and Sandy Lane
 - Elvis and Sandy Lane
 - Taylor Street and St. Charles Drive
- Proposed yield signs that are to be replaced with stop signs are located at the following intersections:
 - Humphrey and Wilde
 - Morison and Wilde
 - Humphrey and Wilson – North and South Sides
 - Morison and Wilson – North and South Sides
 - Humphrey and St. Charles
 - Morison and St. Charles- North and South Sides
 - Duke Street and Rourke
 - Wilde St. and Taylor Street
- Pending Council approval of the Parking and Traffic By-law as presented, staff will submit a set fine application to the Ministry for approval of the revised fine schedule.

Financial Implications:

Current Budget Allocation:

Account #:

Attachments (Reference Material):

Proposed Parking and Traffic By-law complete with Schedules and Set Fines

