REPORTS

Minute No. 36 Parking Fine Rates
File ST-9 (Vol. 5)

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On December 4, 2002, the Executive Policy Committee concurred in the administrative recommendation and recommends to Council:

1. That the Proposed Fine Structure for parking fine payment rates, effective March 1, 2003, outlined on Appendix A be approved.

2. That By-law 789/74, The Voluntary Payment of Penalties By-law, be amended to reflect the new fine structure.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

DECISION MAKING HISTORY:

Moved by Councilllor Gerbasi,

That the administrative recommendation be concurred in and forwarded to Council.

Carried

Moved by Councillor Gerbasi,

That the Administration be requested to investigate and report back, for the Special Meeting of the Executive Policy Committee to be held on December 11, 2002, if possible, on the the feasibility of the following matters:

a. Conversion of existing one-hour meters to two-hours and/or increasing the number of two-hour parking meters; and
b. A policy directive to the Corps of Commissionaires whereby a ticket is withdrawn for parking at an expired meter if the owner of the vehicle arrives on the scene while the ticket is being written.

Carried

Re: **Parking Fine Rates**

For submission to: **Executive Policy Committee**

Original report signed by: **CHIEF J.J. EWATSKI**

Report date: **October 31, 2002**

In camera item: **NO**

Recommendation(s):

1. **That Council approve a new fine structure for parking fine payment rates, effective March 1, 2003.**
2. **That By-law 789/74, The Voluntary Payment of Penalties By-law, be amended to reflect the new fine structure.**
3. **That the Proper Officers of the City be authorized to do all things necessary to implement these recommendations.**

Report Summary

Key Issues:

I. New fine structure for parking tags including elimination of Option B fine amounts, and new maximum fine amounts.
II. New fine structure is consistent with other comparable cities.
III. New fine structure will increase revenue to the City by $1 million annually.

Implications of the Recommendation(s):

General Implications

ð None

ð For the organization overall and/or for other departments

√ For the community and/or organizations external to the City of Winnipeg

ð Involves a multi-year contract

Comment:
If this recommendation is approved revenues will increase approximately $1 million annually.

Policy implications

√ No

ð Yes

Comment:

Financial Implications

ð Within approved current and/or capital budget

ð Current and/or capital budget adjustment required

Comment: There is no impact on the 2002 budget.
Incremental revenues have not been included in the 2003 to 2005 Current Estimates.

Report

Recommendation(s):

1. That Council approve a new fine structure for parking fine payment rates, effective March 1, 2003.
2. That By-law 789/74, The Voluntary Payment of Penalties By-law, be amended to reflect the new fine structure.
3. That the Proper Officers of the City be authorized to do all things necessary to implement the foregoing.

Reason for the report:

Council has sole authority to approve increases to parking fine rates, and to amend City of Winnipeg By-laws.

History/Discussion:

On street parking restrictions provide for the orderly flow of traffic, as well as parking spaces for as many drivers as possible for a period of time considered reasonable given the make-up of the neighborhood. Without time limits in the downtown area, available street parking would be monopolized with business employees leaving no space for business customers and whole lanes for traffic would be lost during the rush hours.

The concept of fines for parking infractions is one of deterrence. For effective deterrence non-compliance has to result in a high likelihood that a ticket will be issued as well as a fine that is considered punitive. The current fines and reduced payment options as detailed on page 4 have been in effect since January 1, 1994. The number of parking tickets issued in the year 2000 was 177,436 and in the year 2001 180,831 indicating that the present level of deterrence is not adequate.

The existing fine structure is a 3-tier system consisting of three maximum fine amounts and two early option payment amounts for each fine. This structure, although simpler than the previous one, is still confusing to many citizens. Over the past several years the WPS has made many attempts to clarify the payment insert that is included with each parking tag. Unfortunately, a decrease in incorrect payments in one area has generally led to an increase in incorrect payments in another area, so overall there has been no impact to the required administrative processes. The proposed fine structure has gone one step further by eliminating the Option B payment amount. Citizens will continue to have 15 days in which to pay a reduced amount. After 15 days the maximum fine will be due on the tag. Statistics have shown that people will pay the Option A fine amount 84% of the time; Option B is only elected 6% of the time.

The proposed fine structure also changes the maximum fines on many of the offense codes, and makes the early option payment amounts exactly half of the maximum fine. Parking offense codes 01 to 04 will carry a $50 maximum fine, offense codes 05 to 31 will carry a $70 maximum fine, and offense code 32 will carry a $150 maximum fine. The revamping of these maximum fines will also clarify the amount owing on a parking tag.

The reduction to the number of early payment options and a ticket, which is more organized in appearance, will streamline some administrative processes as well as make the amount owing more obvious to both the public and to the staff who deal with parking tag payments on an infrequent basis.

The Police Service believes the recommended fine rate changes are reasonable in light of general CPI increases since 1994 (18.3 %) and in comparison to rates in other cities. Regina, Calgary, and Edmonton were surveyed and with the exception of Regina, Winnipeg has the lowest early option fine amounts. Winnipeg already has the highest maximum fines with the exception of handicapped parking zones. For this reason, an across the board increase to the maximum fines was not recommended. It is anticipated that the proposed fine structure will increase revenue by at least $1 million annually.

The Director of Summary Conviction Court was consulted and it was agreed that it would be difficult to predict what impact a higher fine would have on the courts. That is, would there be more “Not Guilty” pleas? The Director did not foresee any problems but did request that she be given advance notice of the change.

If approved, the Winnipeg Police Service will immediately begin the process of communicating the changes to all parties concerned. With an anticipated start date of March 1, 2003 the WPS should have enough time to make changes to the Parking Tag System and various software applications, make changes to the existing print order of parking tickets, and notify all of the satellite offices which collect payments.

PARKING TAG FINE STRUCTURES

PARKING OFFENSE BYLAW 78974		CURRENT FINE STRUCTURE			PROPOSED FINE STRUCTURE	
		OPTION A	OPTION B	MAXIMUM FINE	EARLY PAYMENT	MAXIMUM FINE
		Day 1 to 15	Day 16 to 30	Day 31	Day 1 to 15	Day 16
Offense Code:		$	$	$	$	$
1	Parked - Meter expired	15	30	60	25	50
2	Meter overtime parking	15	30	60	25	50
3	Improperly parked at meter	15	30	60	25	50
4	Overtime parking	15	30	60	25	50
5	Parked at hooded meter	20	35	65	35	70
6	No stopping - bus stop	25	40	70	35	70
7	No stopping anytime	25	40	70	35	70
8	No parking anytime	20	35	65	35	70
9	No parking in alley	20	35	65	35	70
10	No parking - street work	25	40	70	35	70
11	No parking - loading zone	20	35	65	35	70
12	No parking - limited times	20	35	65	35	70
13	No parking - taxi stand	20	35	65	35	70
14	Parked left side to curb	15	30	60	35	70
15	Parked on sidewalk	20	35	65	35	70
16	Parked within 3 metres of approach to crosswalk	20	35	65	35	70
17	Parking on boulevard	20	35	65	35	70
18	Park within 9 metres of traffic device	20	35	65	35	70
19	Park within an intersection	20	35	65	35	70
20	Park within 3 metres of curb/edge point opposite fire hydrant	20	35	65	35	70
21	Double parked	20	35	65	35	70
22	Park in front of driveway	20	35	65	35	70
23	Parking so as to obstruct traffic	20	35	65	35	70
24	Park on crosswalk	20	35	65	35	70
25	Parked too far from curb	15	30	60	35	70
26	Overnight parking	20	35	65	35	70
27	No stopping 7:00 - 9:00	25	40	70	35	70
28	No stopping 15:30 - 17:30	25	40	70	35	70
29	No parking - private property	25	40	70	35	70
30	Park/stop on snow emergency route	25	40	70	35	70
31	No parking/No stopping - fire lane	20	35	65	35	70
32	No parking/No stopping - handicapped zone	25	40	70	75	150

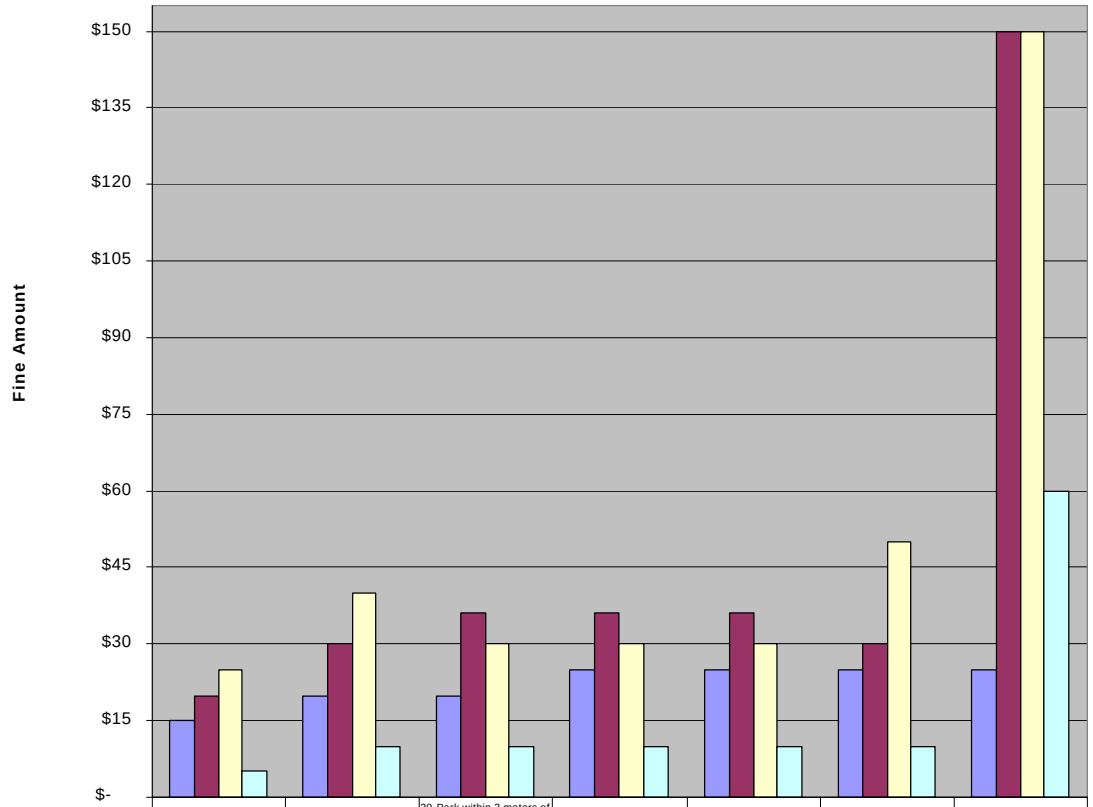
	2003	2004	2005	2006	2007
Capital					
Capital Expenditures Required					
Less: Existing Budgeted Costs					
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal					
Debt - External					
Grants (Enter Description Here)					
Reserves, Equity, Surplus					
Other - Enter Description Here					
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 500	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	825,000	1,000,000	1,100,000	1,200,000	1,300,000
Net Cost/(Benefit)	$ (824,500)	$ (1,000,000)	$ (1,100,000)	$ (1,200,000)	$ (1,300,000)
Less: Existing Budget Amounts	500	-			
Net Budget Adjustment Required	$ (825,000)	$ (1,000,000)	$ (1,100,000)	$ (1,200,000)	$ (1,300,000)

Additional Comments: Incremental revenues are based on the past 5 year's of payment statistics, adjusted for learning curve factors and media releases. The WPS anticipates that initially the numbers of tags issued may decline since there will likely be some increase in compliance with the by-law, more citizens may plead not guilty after they receive a tag, and more citizens will likely pay the tag when it is at it's lowest fine amount. With these factors in mind the increased revenue is stated in a conservative manner.

G. Hammond
Manager of Finance/Controller

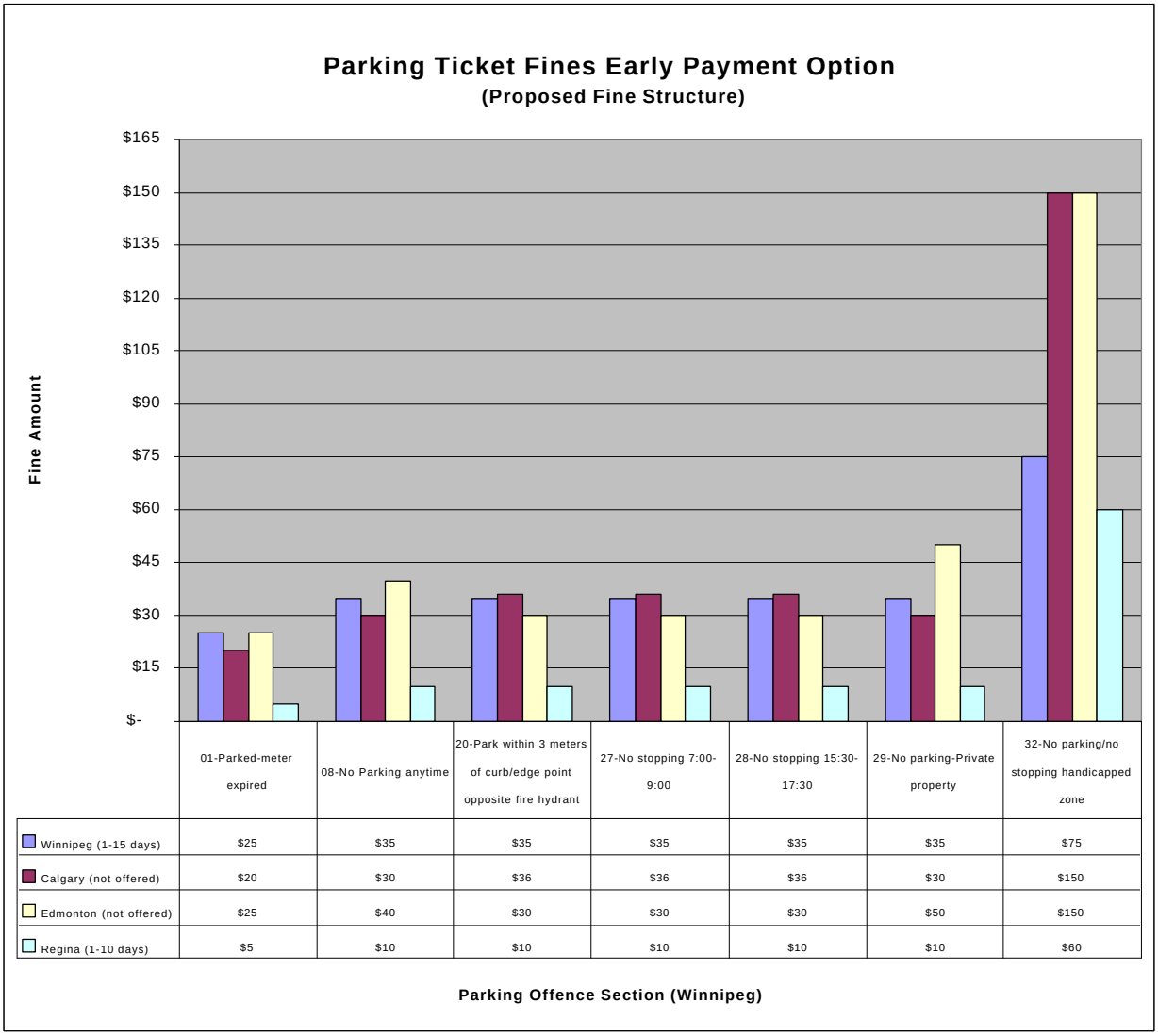
Parking Ticket Fines Early Payment Option

(Current Fine Structure)

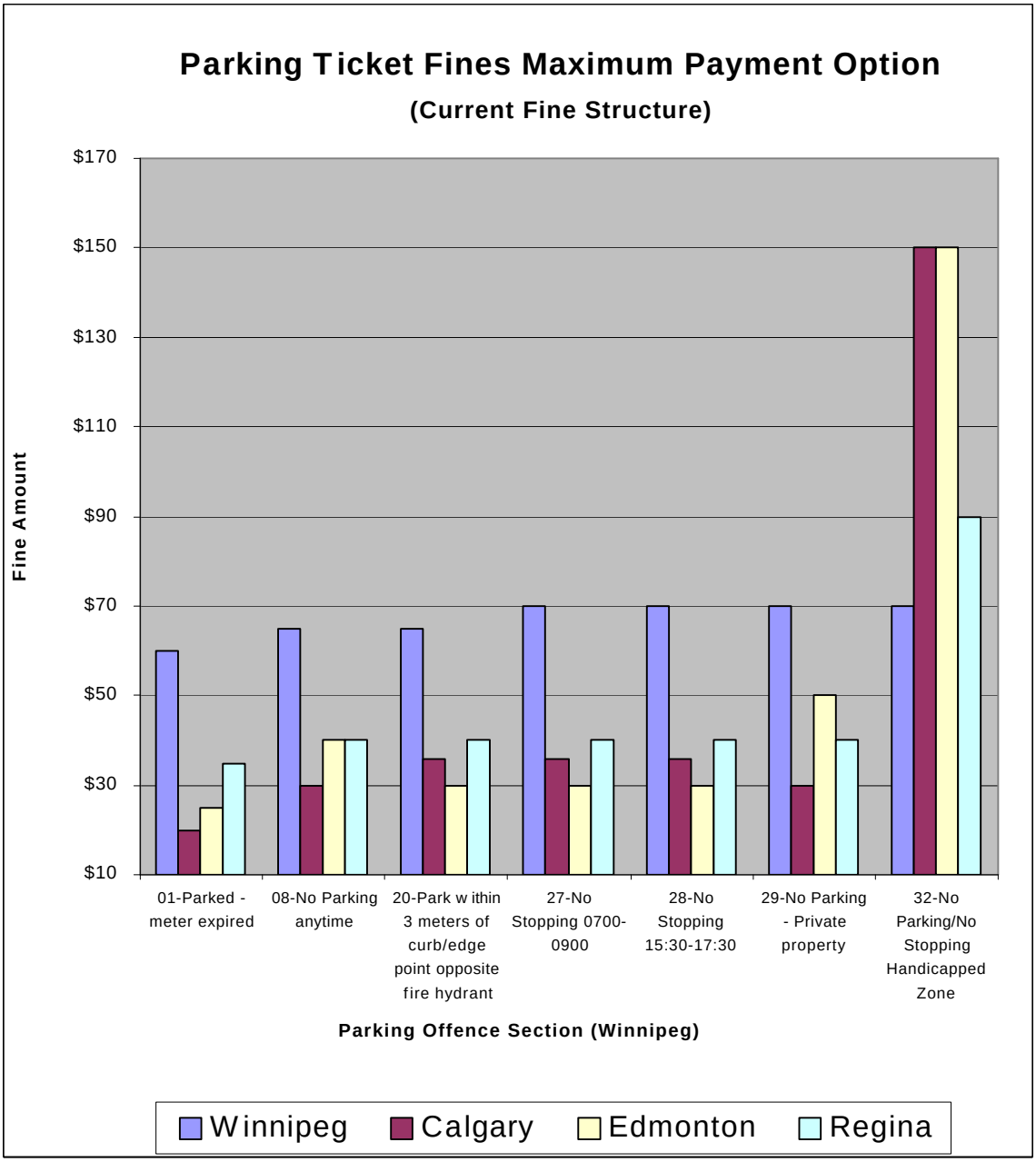


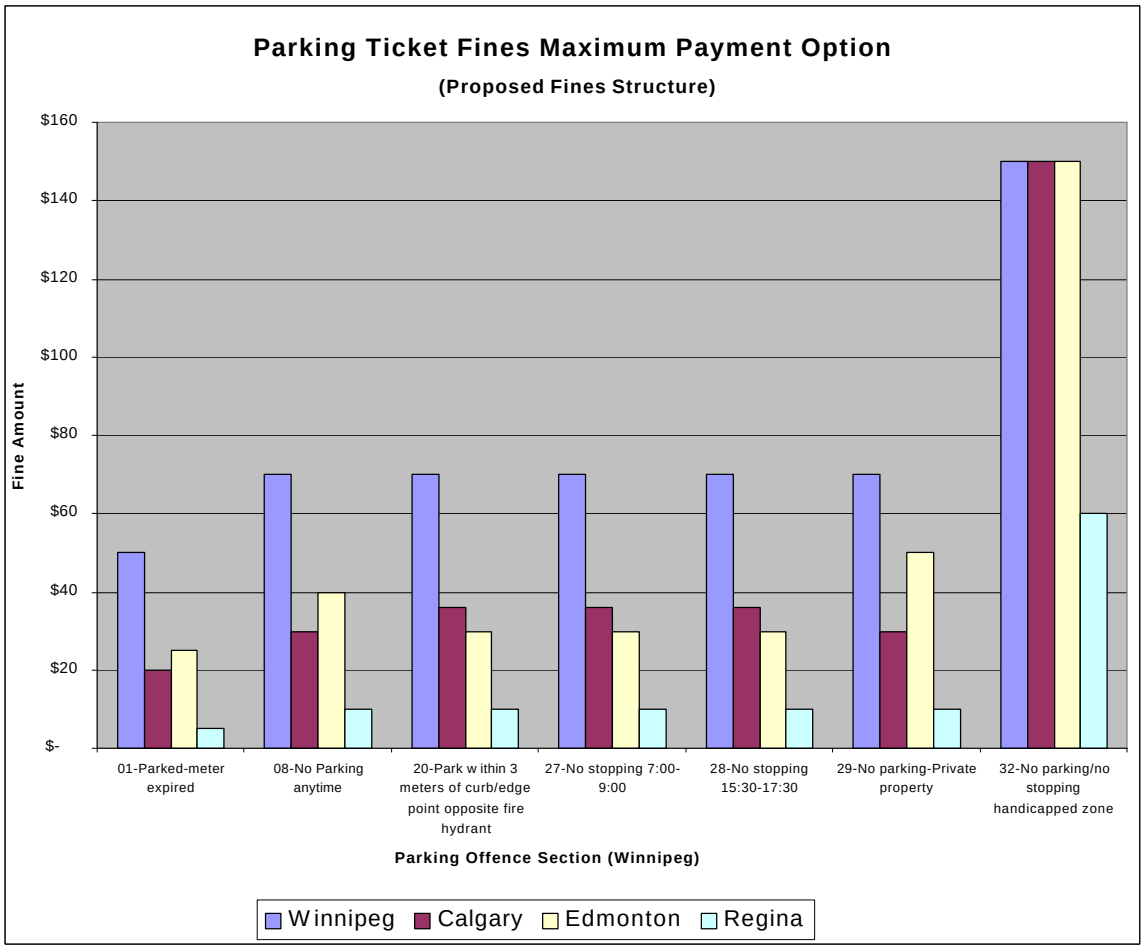
	01-Parked-meter expired	08-No Parking anytime	20-Park within 3 meters of curb/edge point opposite fire hydrant	27-No stopping 7:00-9:00	28-No stopping 15:30-17:30	29-No parking-Private property	32-No parking/no stopping handicapped zone
Winnipeg (1-15 days)	$15	$20	$20	$25	$25	$25	$25
Calgary (not offered)	$20	$30	$36	$36	$36	$30	$150
Edmonton (not offered)	$25	$40	$30	$30	$30	$50	$150
Regina (1-10 days)	$5	$10	$10	$10	$10	$10	$60

Parking Offence Section (Winnipeg)



	01-Parked-meter expired	08-No Parking anytime	20-Park within 3 meters of curb/edge point opposite fire hydrant	27-No stopping 7:00-9:00	28-No stopping 15:30-17:30	29-No parking-Private property	32-No parking/no stopping handicapped zone
Winnipeg (1-15 days)	$25	$35	$35	$35	$35	$35	$75
Calgary (not offered)	$20	$30	$36	$36	$36	$30	$150
Edmonton (not offered)	$25	$40	$30	$30	$30	$50	$150
Regina (1-10 days)	$5	$10	$10	$10	$10	$10	$60


Parking Ticket Fines Maximum Payment Option
(Current Fine Structure)
Fine Amount
$170
$150
$130
$110
$90
$70
$50
$30
$10
01-Parked - meter expired
08-No Parking anytime
20-Park w ithin 3 meters of curb/edge point opposite fire hydrant
27-No Stopping 0700-0900
28-No Stopping 15:30-17:30
29-No Parking - Private property
32-No Parking/No Stopping Handicapped Zone
Parking Offence Section (Winnipeg)
Winnipeg
Calgary
Edmonton
Regina



This Report Submitted By:

Department:	Winnipeg Police Service
Division:	Finance
Prepared by:	M. Demkey
File No.:	02-112