Agenda – Council – January 31, 2019

Report – Executive Policy Committee – January 22, 2019

Item No. 4 Accessible Parking Permits – Metered Parking

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 22, 2019, the Executive Policy Committee concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That an accessible parking pilot program be implemented for a one year period, commencing one month following approval of this recommendation. Enforcement of section 12 of the Winnipeg Parking By-law (time limited parking) will be suspended in the pilot program area set out in Appendix A, allowing these vehicles to remain in their on-street paid parking location for an unlimited amount of time, providing the following conditions are met:

    A. A pilot program parking permit must have been issued by the Winnipeg Parking Authority to the motorist;
    B. A valid Society for Manitobans with Disabilities parking permit must be displayed in their vehicle;
    C. Payment through PayByPhone must be provided for any time the vehicle is parked after the maximum 4 hour time permitted by the Winnipeg Parking By-law is exceeded;
    D. All other on-street parking regulations must be adhered to, including prohibitions on parking at certain times.

2. That the Office of Public Engagement engage the Society for Manitobans with Disability's (SMD) permit holders to gather information relating to on-street parking challenges that motorists with accessible requirements face as well as identifying other parking barriers that may exist.

3. That upon completion of the pilot program, a separate report be submitted to the Standing Policy Committee on Infrastructure Renewal and Public Works that presents the results of the survey and the pilot program, as well as identifying whether any longer term changes to on-street parking are recommended to address the intent of the Access Advisory Committee motion.

4. That the Winnipeg Parking Authority investigates if a dedicated accessible on-street parking space adjacent to City Hall can be added, allowing for easier on-street paid parking access to motorists with accessibility requirements.

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

Report – Executive Policy Committee – January 22, 2019

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On January 22, 2019, the Executive Policy Committee concurred in the recommendation of the Winnipeg Public Service and submitted the matter to Council.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 8, 2018, the Executive Policy Committee directed the Winnipeg Public Service to report back within 180 days on the Access Advisory Committee recommendation, that the Winnipeg Public Service be directed to implement a policy whereby during winter months, individuals that have an accessible parking permit displayed in their vehicle are not required to move their vehicle out of a metered parking zone when their meter runs out, and may simply add payment for extended time.

ADMINISTRATIVE REPORT

Title: Accessible Parking Permits – Metered Parking

Critical Path: Executive Policy Committee – Council

AUTHORIZATION

Author	Department Head	CFO	CAO
D.Olson	R. Topolniski COO	B. D'Avignon, Acting for M. Ruta	D. McNeil

EXECUTIVE SUMMARY

In response to an Access Advisory Committee recommendation in May of 2018, the Winnipeg Parking Authority is proposing a pilot program and stakeholder survey to identify on-street parking barriers faced by motorists with accessibility requirements.

A one year pilot program will allow for tracking and monitoring of accessible parking in a set geographical area around City Hall, the Centennial Concert hall, and the Red River College exchange campus.

In tandem with the pilot program implementation, motorists with a valid Society for Manitobans with Disabilities (SMD) permit will be surveyed to identify the length of time they would typically require for on-street parking and identify other parking barriers.

Implementation of a pilot program and review of survey results will provide the information needed to propose future plans for Council's consideration that will meet parking requirements for motorists with accessibility requirements, as well as balancing the needs of other users of on-street parking.

RECOMMENDATIONS

1. That an accessible parking pilot program be implemented for a one year period, commencing one month following approval of this recommendation. Enforcement of section 12 of the Winnipeg Parking By-law (time limited parking) will be suspended in the pilot program area set out in Appendix A, allowing these vehicles to remain in their on-street paid parking location for an unlimited amount of time, providing the following conditions are met:

    a. A pilot program parking permit must have been issued by the Winnipeg Parking Authority to the motorist;
    b. A valid Society for Manitobans with Disabilities parking permit must be displayed in their vehicle;

c. Payment through PayByPhone must be provided for any time the vehicle is parked after the maximum 4 hour time permitted by the Winnipeg Parking By-law is exceeded;
d. All other on-street parking regulations must be adhered to, including prohibitions on parking at certain times.

2. That the Office of Public Engagement engages the Society for Manitobans with Disability's (SMD) permit holders to gather information relating to on-street parking challenges that motorists with accessible requirements face as well as identifying other parking barriers that may exist.

3. That upon completion of the pilot program, a separate report be submitted to the Standing Policy Committee on Infrastructure Renewal and Public Works that presents the results of the survey and the pilot program, as well as identifying whether any longer term changes to on-street parking are recommended to address the intent of the Access Advisory Committee motion.

4. That the Winnipeg Parking Authority investigates if a dedicated accessible on-street parking space adjacent to City Hall can be added, allowing for easier on-street paid parking access to motorists with accessibility requirements.

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

REASON FOR THE REPORT

On May 8, 2018, the Executive Policy Committee directed the Winnipeg Public Service to report back within 180 days on the Access Advisory Committee recommendation, namely:

1. That the Winnipeg Public Service be directed to implement a policy whereby during winter months, individuals that have an accessible parking permit displayed in their vehicle are not required to move their vehicle out of a metered parking zone when their meter runs out,
2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Only Council can approve a pilot program be undertaken per section 63.1 of the Winnipeg Parking By-law 86/2016.

IMPLICATIONS OF THE RECOMMENDATIONS

The report recommendations support the intent of the recommendation made by the Access Advisory Committee and will enable the Winnipeg Parking Authority to gather information required to develop an informed plan for consideration, which will balance the needs of all motorists making use of on-street paid parking.

HISTORY/DISCUSSION

In order to address the intent of the recommendation from the Access Advisory Committee, the Winnipeg Parking Authority explored options that support the recommendation but also balance the needs of all motorists using on-street parking.

Typically, on-street paid parking is designed for short term parking and off-street parking in surface lots or parkades is typically designed for daily or longer term parking. On-street time restrictions of 1, 2, or 4 hours in paid parking areas ensure vehicle turnover and availability of the space for people requiring short term parking. On-street paid parking is limited and challenging in specific locations, such as hospitals. Any longer term plan submitted for consideration would not likely include hospital zones, as those areas have up to four hours of parking available to any motorists using on-street parking as a means to support the unique time requirements in those areas.

A pilot program is proposed through recommendation #1 to track and monitor the use of on-street paid parking spaces for motorists with accessibility requirements and measure the effects to all users of on-street parking, such as monitoring the overall parking availability in the pilot area. Although the motion from the Access Advisory Committee identified concerns in the winter months, a one year pilot program is being proposed as it will provide a larger data set to support development of a longer term plan. Current provisions in the Winnipeg Parking By-law, specifically section 12(3), allows for motorists with accessibility requirements to park on-street in paid parking locations for up to four hours, providing the maximum time of two hours is paid in advance. Any permanent change to this timeframe would require a change to the By-law. However, s. 63.1 of the By-law authorizes non-enforcement or less stringent enforcement of identified by-law provisions under a pilot program authorized by Council for up to a one year period without requiring a formal amendment to the By-law.

It is important to first conduct a pilot program and to survey motorists with accessibility requirements to gain a better understanding of how best to address the intent of the motion without significantly impacting the ability for other motorists to use on-street paid parking. As of October 2018, there were approximately 59,500 SMD permits across the province. Approximately 75% (44,600) of those SMD permits are for City of Winnipeg residents. This is a high volume of motorists who could potentially want to make use of on-street parking longer than four hours as envisioned by the recommendation of the Access Advisory Committee.

The number of available permits for the pilot program will be capped at 40 permits which is approximately 10% of the available on-street parking spaces within the pilot area. The use of on-street parking will be monitored through street studies and routine enforcement efforts. Pilot program permits will be randomly assigned to interested applicants through an electronic lottery process, similar to lottery processes completed for other permits issued by the Winnipeg Parking Authority. Recipients of the pilot program permits will be required to pay an application fee at the cost recovery price of $25 per pilot project permit.

The parking permit program will allow permit holders participating in the pilot program to park for an unlimited amount of time in paid on-street parking locations around City Hall, the Concert Hall and the East Exchange, while adhering to all on-street parking regulations, including prohibitions on parking at certain times. These motorists will have to display a valid SMD permit in their vehicle, register in advance for a pilot project permit through the Winnipeg Parking Authority, and pay the required fees for parking. Enforcement during the pilot program will

ensure any vehicles found to be parked greater than 4 hours without a pilot program permit and required payment for parking will be issued a penalty notice accordingly.

A pilot program and survey of SMD permit holders would provide a higher level of certainty on how many motorists would require more than four hours of on-street paid parking so that the impact on all motorists could be better understood before a longer term plan is proposed for consideration.

The geographic location for the pilot, identified in Appendix A, was determined through discussion with the Access Advisory Committee which identified this area as a priority area where parking longer than four hours was required at times. During the pilot program, should parking availability become unbalanced for all motorists using on-street parking, the Winnipeg Parking Authority will review and provide an interim report.

Recommendation #2 of this report will result in a survey of motorists who have accessibility permits issued through the Society of Manitobans with Disabilities to gain a better understanding of the following items that will form a longer term plan for consideration:

- The amount of time, over and above the existing four hours permissible under the current By-law, that would be required for on-street paid parking by motorists with accessibility requirements.
- How often motorists would use more than four hours of on-street paid parking.
- What geographic areas in the City are the greatest concerns that may require more than four hours of paid on-street parking.
- Outside of on-street paid parking, what other parking barriers exist.
- An understanding of whether the current location of dedicated accessible parking spots in paid parking areas throughout the City are located in areas offering the greatest benefits to motorist with accessibility requirements.

Once information has been compiled through deployment of a pilot program and survey results have been analyzed, a separate report would be submitted to the Standing Policy Committee on Infrastructure Renewal and Public Works for consideration outlining a longer term plan that addresses the intent of the motion and balances the needs of all users of on-street paid parking.

As identified in recommendation #4, the Winnipeg Parking Authority will explore whether a dedicated accessible paid parking spot can be installed adjacent to City Hall as a measure to allow easier access to both the administration and Council building at 510 Main Street. This is an action that will provide immediate benefits to motorists with accessibility requirements related to on-street paid parking.

FINANCIAL IMPACT

Financial Impact Statement

Date: November 23, 2018

Project Name:

Accessible Parking Permits - Metered Parking

First Year of Program **2019**

	2019	2020	2021	2022	2023
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	$ 1,000	$ -	$ -	$ -	$ -
Less: Incremental Revenue/Recovery	1,000	-	-	-	-
Net Cost/(Benefit)	$ -	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: Above amount is estimated cost of issuing permits to participants in Accessible Parking Pilot Program along with anticipated revenue that will result from the sale of these permits. There is no other financial impact from **Recommendation #1** as parking will continue to be paid by participants of the pilot program. There are no immediate financial implications to the City from **Recommendation #2 through 5**.

original signed by

Lioubov Gavrilova-Crozier, CPA, CA
A/Manager of Finance

CONSULTATION

This Report has been prepared in consultation with:
Access Advisory Committee (as it relates to identifying the geographic area for a pilot program)
Office of Public Engagement (as it relates to the survey for SMD permit holders)
Legal Services (as to legal issues)

OURWINNIPEG POLICY ALIGNMENT

A City that Works- City Building

A City that Works- Safety and Security: Prosperity

Quality of Life – Opportunity

Direction Strategies: A Sustainable Winnipeg

Direction Strategies: Complete Communities

SUBMITTED BY

Department: Winnipeg Parking Authority
Division: Operations
Prepared by: T.Pearce/A.Williams
Date: December 20, 2018
File No: WPA-036-2018

Attachments:

Appendix A - Paid Parking Pilot Program Area