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**Item No. 10.4.1**  
**Halifax Regional Council**  
**June 14, 2011**

**TO:** Mayor Kelly and Members of Halifax Regional Council

**SUBMITTED BY:** Original signed  
for: Councilor Reg Rankin, Chair, Transportation Standing Committee

**DATE:** May 27, 2011

**SUBJECT:** Winter Parking Ban

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**ORIGIN**

Motion of the Transportation Standing Committee meeting of May 26, 2011.

**RECOMMENDATION**

The Transportation Standing Committee recommends that:

1. Regional Council support the option provided by the Traffic Authority to consider a trial period during which the overnight winter parking regulations would only be enforced during declared snow and ice operations;
2. Regional Council accept that existing snow and ice operational service standards may be impacted without the continuous overnight winter parking regulations in place;
3. Regional Council approve the expenditure of up to \$80,000 from the Winter Works budget for overtime costs associated with the increased enforcement of the overnight winter parking regulations by Halifax Regional Police and if required fund this expense through the Snow and Ice Reserve Q309.

**BACKGROUND**

At the January 11, 2011 Regional Council meeting, the following motion was approved with regard to the winter parking ban:

**MOVED by Councillor Watts, seconded by Councillor Walker that the Transportation Standing Committee engage the Traffic Authority to consider opportunities for a change to the hours of the winter parking ban in HRM from 1 a.m. to 7 a.m. to the new hours of 2 a.m. to 5 a.m., or alternative recommendations which would enable greater access to on-street parking during the winter ban period. Recommendation of the Standing Committee to be submitted to Regional Council for consideration. MOTION PUT AND PASSED.**

At the February 8, 2011 Regional Council meeting, Councilor Sloane made the following Notice of Motion:

**Take Notice that at the next regular meeting of the Halifax Regional Council, to be held on the 1<sup>st</sup> day of March 2011, I intend to introduce a motion requesting the attached motion regarding a letter being sent to Minister Estabrooks with respect to the Winter Parking Ban asking for:**

- 1. An amendment to the ban regarding this issuance of tickets if no snow has fallen or there are no snow removal operations being performed.**
- 2. An amendment to the ban regarding the adoption of alternative side of the street parking for the older areas of the Municipality where parking is at a premium and off street parking is not a viable option.**
- 3. An amendment to the ban regarding different regulations for the urban, suburban and rural areas of the municipality as each of these areas are unique and cannot be serviced with the same regulations.**

At the February 28, 2011 meeting of the Transportation Standing Committee, the following motion was approved:

**MOVED by Councillor Watts, seconded by Councillor Blumenthal, that the Transportation Standing Committee recommend that Regional Council defer Councillor Sloane's motion on the March 1<sup>st</sup> Regional Council agenda regarding the Winter Parking Ban until the Committee has an opportunity to review and make recommendation on the forthcoming staff report on the matter and further that all aspects of Councillor Sloane's motion be addressed in the staff report. MOTION PUT AND PASSED.**

At the March 1, 2011 Regional Council meeting, Councilor Sloane's February 8<sup>th</sup> Notice of Motion was approved with the amendment that the her proposed amendments to the

winter parking ban be forwarded to the Transportation Standing Committee to be addressed in the staff report to that Committee.

On May 26, 2011, an information report on the Winter Parking ban was presented to the Transportation Standing Committee, addressing various issues raised by both the Transportation Standing Committee and members of Council (see attachments).

After review of this report and discussion, the Transportation Standing Committee made the recommendations contained on page 1 of this report to Regional Council.

### **DISCUSSION**

At their May 26<sup>th</sup> meeting the Transportation Standing Committee reviewed the issues outlined in the information report, as put forward by the Committee and members of Council.

The Committee discussed various issues associated with the winter parking ban, including the following:

- The deputization of municipal staff, to expedite the ticketing and towing of vehicles during a storm event. Clarification from legal staff was requested on this.
- How to define an “emergency” ban and a “snow event”.
- The importance of clear communication to the general public in terms of when the parking ban will be on and off, how this will be communicated.
- Who will be making the decision to enact the ban and how they will reach that decision.
- That this would be for one year trial and that the program would be re-evaluated after the winter season.
- Where the extra funds would come from to cover the increased costs with the proposed trial changes to the ban.

Mr. Reashor advised that a change to the winter parking ban has already been put into effect by the Traffic Authority to amend the hours of the ban from 1:00 a.m. - 7:00 a.m. to 1:00 a.m. – 6:00 a.m.

The Committee were in agreement that these proposed changes to the winter parking ban maintain the important balance between public safety and the requirement for parking, in particular on the Peninsula.

### **BUDGET IMPLICATIONS**

The recommendation by the Transportation Standing Committee includes the approval of \$80,000 from the Winter Works budget for overtime costs associated with the increased enforcement of the overnight winter parking regulations by Halifax Regional Police (HRP). HRP will transfer all costs for the increased enforcement to Winter Works. If required the cost can be accommodated through a withdrawal from the Winter Works Reserve Q309.

## **FINANCIAL MANAGEMENT POLICIES/BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

## **COMMUNITY ENGAGEMENT**

The Transportation Standing Committee is comprised of eight duly elected members of Council. Composition is made up of a member from each of HRM's six Community Councils, along with two members at large.

Transportation Standing Committee meetings are held once a month and are open to the public, unless otherwise stated. Agendas, reports, and minutes from these meetings are posted online.

## **ALTERNATIVES**

Regional Council may choose to approve one, all, or some of the recommendations from the Transportation Standing Committee. Council may also choose to make amendments to these recommendations or include other recommendations.

## **ATTACHMENTS**

1. Information report to the Transportation Standing Committee dated May 6, 2011
2. Submission to the Transportation Standing Committee from Councillor Sloane, dated May 21, 2011.

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A copy of this report can be obtained online at <http://www.halifax.ca/council/agendasc/cagenda.html> then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Jennifer Weagle, Legislative Assistant, 490-6517

Original Signed

Financial Approval by:

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Bruce Fisher, Acting Director of Finance/CFO, 490-6308

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Halifax, Nova Scotia  
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## Attachment 1

Transportation Standing Committee  
May 26, 2011

**TO:** Chair and Members of Transportation Standing Committee

Original Signed

**SUBMITTED BY:**

Ken Reashor, P.Eng., Director, Transportation & Public Works

**DATE:** May 6, 2011

**SUBJECT:** Winter Parking Ban

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### INFORMATION REPORT

#### ORIGIN

Item 7.2 **Motion of Halifax Regional Council – Winter Parking Ban** raised at the January 27, 2011 meeting of the Transportation Standing Committee.

Item 12.1 **Motion of Halifax Regional Council – Councillor Sloane** raised at the March 1, 2011 meeting of Regional Council.

## **BACKGROUND**

As a preface to the information which follows, staff feels that it is essential to keep in mind the sole rationale for the overnight winter parking ban, which is to enable Municipal Operations to provide snow and ice control as safely, efficiently, and effectively as possible in conformance with Council approved Snow & Ice Service Standards. Although the HRM Traffic Authority officially declares the Winter Parking Regulations for the HRM Core Service Area, the decision is not made in isolation, but involves a collaboration of representatives from Police, Fire and Emergency Services, Municipal Operations, Parking Enforcement, Community Development, Corporate Communications, Call Centre, Regional Transportation and Deputy CAO's Office. While the Winter Parking Regulations are not always popular, several years of trial without the Regulations in place resulted in significantly increased operational costs, complaints of streets not being properly plowed and emergency services hampered by narrowing of streets due to encroaching snow banks. Although input from Council on the needs and wishes of residents is an important part of developing policy on winter parking, it is important to understand why provincial legislation gives the responsibility to the Local Traffic Authority. While any regulation of on-street parking must balance convenience and public safety, the safety aspects are often not clearly evident and are sometimes undervalued. Maintaining adequate public safety must be the primary consideration.

At the January 27, 2011 meeting of the Transportation Standing Committee, the Committee considered the following motion which was passed at the January 11, 2011 Regional Council meeting:

**MOVED by Councillor Watts, seconded by Councillor Walker that the Transportation Standing Committee engage the Traffic Authority to consider opportunities for a change to the hours of the winter parking ban in HRM from 1 a.m. to 7 a.m. to new hours of 2 a.m. to 5 a.m., or alternative recommendations which would enable greater access to on-street parking during the winter ban period. Recommendation of Standing Committee to be submitted to Regional Council for consideration. MOTION PUT AND PASSED.**

Discussion ensued among Committee members regarding the motion initiated by Regional Council regarding the winter parking ban. The Committee requested that a staff report come back to the Committee. The following points were brought forward by the Committee to be included in the staff report.

1. The ability to tow and ticket during snow events; the capacity for vehicle towing; the ability to tow to enable Municipal crews to clear streets.
2. The division of authority of HRM Traffic Authority, HRM Council and the Province.
3. A legal perspective of a change to the Motor Vehicle Act, and how this could affect the rest of the Province and its Municipalities.

4. The issue of the arbitrary nature of the ban, and the ability to change the ban and its start and end dependent on the type of winter weather being experienced.
5. Consideration of a parking ban during storm/fall clean-ups, special events, VIPs.
6. Consideration of alternate street parking from one side of the road to another; off street parking sites; parking by resident application.
7. The deputizing of municipal Supervisors; photo shoot vehicles with their plates that are parked on streets.
8. The cost and equipment required for snow removal and its removal from city streets.
9. The history of the parking ban.
10. The difference of the ban pertaining to HRM and the Province including hours and exceptions.
11. The cost of snow removal, how it affects the budget and what are the service standards.
12. Flexibility to cost of changing ban to 5 or 6 a.m.
13. The advantages and disadvantages of the ban for Municipal Operations.
14. What constitutes a winter event?
15. Consideration to be given to policies in Winnipeg. Policies in Ottawa and Montreal were also mentioned.

The following motion was passed at the March 1, 2011 Regional Council meeting:

**MOVED by Councillor Sloane, seconded by Councillor Rankin that the following proposed amendments to the parking ban be forwarded to the Transportation Standing Committee to be addressed in the staff report that the Committee has requested in regard to the parking ban:**

1. An amendment to the ban regarding the issuance of tickets if no snow has fallen or there are no snow removal operations being performed.
2. An amendment to the ban regarding the adoption of alternative side of the street parking for the older areas of the Municipality where parking is at a premium and off street parking is not a viable option.

3. An amendment to the ban regarding different regulations for the urban, suburban and rural areas of the municipality as each of these areas are unique and cannot be serviced with the same regulations.

## **DISCUSSION**

### **1. The ability to tow and ticket during snow events; the capacity for vehicle towing; the ability to tow to enable Municipal crews to clear streets.**

Storm events usually result in diminished road conditions which increase response times for police. Police calls for service which normally are responded to in five minutes can take ten minutes or more depending on the road conditions. Depending on the severity of the weather event, road conditions may warrant police parking their vehicles in strategic locations within their assigned patrol districts and responding to emergency and serious calls only. The ability to get to and remove vehicles left on the roads interfering with winter operations deteriorates with the severity of the weather event.

Storm events normally result in an increase in motor vehicle collisions which tie up police resources with the collisions, especially when there are injuries. These become a priority in order to keep roadways clear and maintain public safety.

Halifax Regional Police do not, as a practice, increase the availability of resources due to a storm event. There are exceptions, such as when there are sustained power outages.

The ability to tow a vehicle during a weather event can represent a greater challenge if a vehicle is covered in snow or has been plowed around. Snow covered/plowed around vehicles result in an increase in the amount of time needed to tow a vehicle.

In severe weather events or depending on the location of the vehicle, such as on a hill, at the bottom of a hill, or on a turn, attempting to tow a vehicle in extremely slippery conditions or with limited visibility due to wind and blowing snow may present a serious safety risk to police and tow truck operators.

HRM has access to 28 tow trucks under contract. The three towing companies listed below (with numbers of available trucks) are responsible for secure storage of any towed vehicles at their storage yards.

- Ace Towing – 10 trucks – 687 Prospect Road, Goodwood
- Ruggles Towing – 10 trucks – 12 Lorne Drive, Dartmouth
- A-1 – 8 Trucks – 29 Skyridge Avenue, Sackville

The three tow companies all have regularly assigned areas but the contract allows HRM to deploy all vehicles in all areas in the event of any unusual circumstances (i.e. snowstorms).



**2. The division of authority of the HRM Traffic Authority, HRM Council and the Province.**

The position of Local Traffic Authority is created by Section 321 of the Halifax Regional Municipality Charter and Section 86 of the Motor Vehicle Act. The traffic authority is appointed by the Regional Council. If no traffic authority is appointed by Regional Council, the Minister (of Transportation) may appoint a traffic authority until Council makes an appointment. If it appears to the Minister that the traffic authority is not performing his duties and functions, the Minister may cancel the appointment of the traffic authority. The incumbent, Ken Reashor, was appointed by Halifax Regional Municipality.

The traffic authority is not responsible to HRM or the Province of Nova Scotia. The traffic authority is a *persona designata*, i.e. an officer who derives his authority by virtue of his office pursuant to legislation. In this respect, he is similar to some other municipal employees such as development officers, building inspectors, police officers, to mention a few. Section 321(8) of the Halifax Regional Municipality Charter provides that the local traffic authority has, with respect to highways in the Municipality coming under municipal jurisdiction, "the powers conferred upon a traffic authority by or pursuant to the Motor Vehicle Act".

In the specific case of the winter parking ban, regulations are made pursuant to Section 202 of the Motor Vehicle Act, which state:

- 1) The traffic authority is hereby empowered to make and enforce temporary regulations to cover emergencies or special conditions.
- 2) Such regulations may prohibit or restrict the parking of vehicles between the fifteenth day of November and the fifteenth day of April.

Although input from Council on the needs and wishes of the residents is an important part of developing policy in winter parking, it is important to understand why provincial legislation gives the final decision to the Traffic Authority. While any regulation of on-street parking must balance convenience and public safety, the safety aspects are often not clearly evident and are sometimes undervalued. Maintaining adequate public safety must be the primary consideration.

**3. A legal perspective of a change to the Motor Vehicle Act, and how this could affect the rest of the Province and its Municipalities.**

Section 202(1) of the Motor Vehicle Act provides broad general powers to the local traffic authority, authorizing him to "make and enforce temporary regulations to cover emergencies or special conditions". The details of those temporary regulations are left to the judgement of the local traffic authority and limited only by Section 86(12) of the MVA which states that "the traffic authority for a city or town shall have, with respect to all highways within the city or town, all the powers conferred upon a traffic authority by or under the Act", and by Section 202(4) of the MVA which states "A copy of any regulations made under this section shall be

immediately forwarded to the Provincial Traffic Authority and shall be subject to cancellation at any time by the Minister”.

There are certain sections of the MVA which specifically allocate jurisdiction to the “local authority”, which by definition of the MVA means the council of a city or town. Examples of “local authority” i.e. Council jurisdiction include: bylaws regarding truck routes; licensing (of taxis, bicycles, etc.); bylaws respecting parking meter rates and residential parking permits; permanent street closures.

Presumably if the Provincial legislators wanted “the local authority” to have jurisdiction over “temporary regulations to cover emergencies or special conditions” they would have done so. Changes to the MVA are done on a regular basis but the division of powers between local authority and the traffic authority are not. Any proposed changes in jurisdiction between the local authority and the traffic authority would apply to all municipalities and would be considered carefully for unintended consequences by Provincial legislators.

**4. The issue of the arbitrary nature of the ban, and the ability to change the ban and its start and end dependent on the type of winter weather is being experienced.**

The Motor Vehicle Act provides the ability for a local traffic authority to declare temporary regulations which “may prohibit or restrict the parking of vehicles between the fifteenth day of November and the fifteenth day of April”. In practice, most local traffic authorities in Nova Scotia don’t use the full five month allowance but model their effective dates on the Provincial Traffic Authority regulations – from December 15 to March 31. The HRM Traffic Authority generally terminates the Winter Parking Regulations early if weather conditions/forecasts permit. But delaying implementation of the overnight parking restrictions until the first significant snowfall in order to shorten the period in which the parking ban is in effect has led to significant operational difficulties in the past. The incentive for residents without off-street parking to make arrangements for it is also delayed or reduced which results in impediments to service delivery.

**5. Consideration of a parking ban during storm/fall clean-ups, special events, VIPs.**

Although temporary regulations pursuant to Section 202 of the MVA have been invoked in the past for emergencies or special conditions (parking restrictions and street closures for Hurricane Juan clean-up for example) in most instances temporary parking restrictions can be effectively implemented by installation of appropriate signage, for specific situations such as street sweeping, leaf clean-up, special events, or VIP visits.

**6. Consideration of alternate street parking from one side of the road to another, off street parking sites, parking by resident application.**

Alternate side parking regulations are used in some cities mostly to facilitate mechanical street cleaning operations in the non-winter months. Some systems change sides every two weeks; some permit parking on the odd-numbered side of the street on odd-numbered days and even-numbered side of the street on even-numbered days. Alternate side parking is only suitable on streets where there is sufficient road width to safely accommodate temporary two-sided parking, (which often happens on change over days during a grace period), and where the potential number of parking spaces on each side of the street is approximately similar.

Alternate side parking in the winter time is rarely used in Atlantic Canada because of significant temperature/weather fluctuations. Waiting 24 hours to clear the side of the street on which parking is allowed during a storm could result in frozen snow and ice which cannot easily be moved from the street. In many cases it would require the use of specialized heavy equipment and extra salt, increasing costs.

For small to moderate snow/ice events, a single overnight shift with parking prohibited usually provides adequate response. With an alternate side of the street policy in place, a double shift would have to be called regardless of the size of the snow event. For many events, this would automatically double the cost of response.

Because many streets in HRM are not wide enough to permit parking on both sides, No Parking signs need to be installed on one side. In most cases the No Parking signs are attached to existing utility poles. Alternate side parking would require additional sign posts on the other side of the street and numerous additional regulatory signs to enable enforcement.

Further discussion of the implications of alternate side parking regulations continues in item No. 2 response to Councillor Sloane's motion.

**7. The deputizing of municipal Supervisors, photo shoot vehicles with their plates that are parked on streets.**

Supervisors have approximately 250 to 400 km of streets to supervise. During a snow event the assigning of these ticketing and towing responsibilities would be a distraction. As well, court dates to respond to ticket challenges would result in supervisors being away from the operation in non-snow and possibly after-hours court hearings which would be at overtime rates. Simply taking photos in order to prove non-compliance does not address the need to have vehicles removed so as not to impede clearing operations and conditions may not allow a clear identification with snow covered vehicles.

**8. The cost and equipment required for snow removal and its removal from city streets.**

Maximum cost to operate using all resources both in house and contracted equipment is \$49,000 per hour. The number of resources required to clear streets a second time should alternate side parking be approved would depend on the type of event and the extent of the application for parking. The service standard for priority one streets is plowed and salted 12 hours after the end of an event. Should this be timed with the switch to opposite side parking, the time to clear would then be an additional 12 hours, making the standards 24 hours or more on priority streets. On secondary streets, the service standard is 24 hours, but generally trucks are providing some service to these streets within the 12 hour standard so they too would be impacted.

**9. The history of the parking ban.**

The overnight winter parking regulations made by the Traffic Authority pursuant to Section 202 of the Motor Vehicle Act have been implemented annually in the City of Halifax since the 1940's. Initially the regulations were proclaimed for the maximum permissible time period, Nov 15 - April 15, but in the winter of 1978-79 were shortened to a period from roughly mid-December to late March based on historical snowfall data. The Traffic Authorities for Halifax, Dartmouth, Bedford, and the Province generally co-ordinated the implementation dates of respective winter parking regulations for consistency. Virtually every major municipality in Atlantic Canada invokes a similar form of overnight winter parking restriction.

In 1999, at the request of HRM Council, the Traffic Authority met with senior staff from Police, Fire, and Public Works & Transportation to consider not implementing a winter parking ban. Concern had been expressed by Council regarding the necessity for the overnight parking ban in light of milder winters and suggested that simply enforcing Section 139(1) of the MVA which states: "Notwithstanding Section 138, no person wilfully shall park or leave standing a vehicle whether attended or unattended, upon a highway or any part thereof in such a manner that it might interfere with or obstruct snow removal or winter maintenance operations on the highway." Although expressing serious concerns regarding the degree of compliance with Section 139 of the MVA that could be expected, staff agreed to a test period. Due to safety and operational concerns that became evident over the course of 3 winters without an overnight parking ban in place, the Traffic Authority (in consultation with Police, Fire, Streets and Roads, Finance and Community Projects) decided to re-implement the ban, but with a flexible starting date based on "first storm". Over the next few years the overnight winter parking ban began on January 5, 2003; January 24, 2004; January 3, 2005; and was not implemented at all in 06-07 or 07-08 because of relatively low snow accumulation. Municipal Operations staff expressed strong concerns regarding difficulties and significantly increased costs related to clearing streets adequately after the occurrence of the "first storm" without an overnight parking ban already in place. So in 2008 the Traffic Authority, in consultation with senior staff, decided to co-ordinate the start dates in mid-December with the Provincial Traffic Authority for consistency of communication throughout HRM.

**10. The difference of the ban pertaining to HRM and the Province including hours and exceptions.**

For the most part, the “Regulations respecting the Winter Parking Ban made by the Provincial Traffic Authority” (attached) and the “Winter Parking Regulations” made by the Traffic Authority for the Halifax Regional Municipality (attached) are the same. The HRM Traffic Authority regulations apply to HRM-owned and maintained streets in the core service area, and the Provincial Traffic Authority regulations apply to any highways in the communities listed in Appendix “A” of their regulations. Both regulations prohibit parking of vehicles on highways between 1 a.m. and 7 a.m.

There are some minor differences in exemptions: HRM specifically exempts a taxi parked at a taxi stand; Provincial regulations do not, but do exempt a parked vehicle which “is attended by a person authorized and capable of operating it on a highway”. Provincial regulations do not apply to “a motor vehicle parked by a driver who is engaged in discharging his duties as a police officer or a member of the armed forces”; HRM regulations exempt on-duty police constables or members of the police of the Canadian Forces.

The only significant difference is that the Provincial regulation still prohibits parking “from one hour after any snowstorm has commenced to two hours after such snow storm has stopped”. The HRM Traffic Authority dropped that particular clause in 2004 and subsequent years because of the potential for confusion over “who determines when a snowstorm has stopped and how is this communicated to the public”? There could very well be a two hour lull in a storm when someone might assume it was now legal to park in accordance with the regulations but the vehicle could be ticketed under Section 139(1) of the MVA for interference or obstruction with snow removal or winter maintenance operations.

**11. The cost of snow removal, how it affects the budget and what are the service standards.**

The cost per km of snow and ice control on a typical street in HRM is approximately \$3500 per lane-km with 65% of that cost being salting and anti-icing. Snow removal (the hauling away of snow) would add another \$1500 per lane-km to the cost. With 3750 lane-km in HRM this would represent an additional \$5.6 million ( $\$1500 \times 3750$ ) to the cost.

Current standards for snow removal are after 40cms accumulation in the (capital) Districts and when Priority 1 (P1) street-width travel-lanes are adversely affected.

Currently snow removal is carried out on an incremental basis using our night shift staff on regular hours and in-house equipment to mitigate costs.

**12. Flexibility to cost of changing ban to 5 or 6 a.m.**

Municipal Operations managers have indicated that terminating the overnight parking restrictions at 6 a.m. instead of 7 a.m. would have a relatively minimal financial impact on snow operations because crews change shifts at 7 a.m. There would be a large impact, however, if operations were not able to begin by 1 a.m.; any shorter than five hours would not allow sufficient time to be productive.

There was some concern that hours inside the HRM core service area would be different from the hours under the Province's jurisdiction. Discussions with Provincial authorities regarding co-ordination of hours have resulted in the Provincial Traffic Authority agreeing to change their Winter Parking Regulations to also end at 6 a.m. next winter.

**13. The advantages and disadvantages of the ban for Municipal Operations.**

**Advantages:** Facilitates incremental snow removal in capital district, reduces these costs by 750k per season; Ability to meet current service standards; plow to curb ensuring maximum lane width: clear path for emergency vehicles, reduces the build-up of snow pack, less salt applied, reduced liability for damage to parked vehicles and HRM equipment, gives operations a scheduled window for clean-up and final push back, push out post storm service delivery such as bus stops, catch basins clearing, ability to engage in tier 2 and 3 activities non snow related. If snow events are close together the program will not end, taxing human resources and adding operational wear and tear to equipment, increasing maintenance costs and shortening vehicle life cycle, increased capital replacement costs for equipment.

**Disadvantages:** Given a choice, Municipal Operations would prefer midnight to 7 a.m. overnight parking restriction times, as well as the legally available implementation dates (November 15 to April 15) to enhance their response to early and late storms

**14. What constitutes a winter event?**

A winter event is any change in weather that requires a response from municipal operations, i.e. salting, plowing, snow removal. Events are classified as major, average, minor, freezing rain, or salting events.

**15. Consideration given to policies in Winnipeg, Ottawa, and Montreal.**

Parking bans are generally designed to support a municipality's service standards and climatology. Therefore each city is unique in both its service standards and service delivery approach.

Winnipeg: receives 107 cm of snow on average under dry and cold conditions. Local streets are not plowed until after 20 cm accumulation either by a singular or multitude of events. This

requires specialized removal equipment and allows for parking to exist until the trigger for plowing is reached. (With freeze-thaw and moist weather conditions in HRM this would not be feasible). Overnight parking bans are scheduled to coincide with removal schedules. On P1 streets, there is an overnight ban from December 1<sup>st</sup> until March 1<sup>st</sup> from 2 a.m. to 6 a.m. regardless of conditions. Ban is declared by city engineer.

Ottawa: receives 370 cm of snow on average, under cold and relatively dry conditions. Standards are very high and they receive significant federal funding. On their P1 classification, streets are to be cleared 2 hours after end of storm. Residential streets are 10 to 16 hours after storm ends. Overnight parking regulations are in place from Nov. 15 to April 1 from 1 a.m. to 7 a.m. when a snow accumulation is forecast by Environment Canada exceeding 7 cm's. To inform residents that the ban is in effect an announcement is made through the city's news room and web site. The onus is on the individual resident to check the site.

Montreal: averages 320 cm of snow under cold conditions. P1 and signed No Parking snow routes are plowed 4 hours after end of snow fall. Local residential streets are plowed up to 96 hours after snow ends and in many cases major streets are not plowed but snow is removed due to high traffic volumes. Temporary restrictions are placed when removal is scheduled, and communicated on web site. When equipment arrives on-site to plow, the air horn signals all to move their vehicles. Montreal has an inventory of streets approximately 3 times greater than HRM and a snow budget of \$145 million. They have to tow away 25,000 vehicles every year during snow storms.

**MOVED by Councillor Sloane, seconded by Councillor Rankin that the following proposed amendments to the parking ban be forwarded to the Transportation Standing Committee to be addressed in the staff report that the Committee has requested in regard to the parking ban:**

- 1. An amendment to the ban regarding the issuance of tickets if no snow has fallen or there are no snow removal operations being performed.**

The biggest problem with enforcement only during actual snowfall is that it provides no incentive for residents without adequate off-street parking to secure any. While it is acknowledged that residents without driveways (or with more vehicles than they have off-street parking spaces for) are significantly inconvenienced by the requirement to make suitable arrangements for off-street parking during the winter, the fact remains that streets are primarily intended to provide safe, orderly flow for traffic and not to provide permanent residential parking. Every vehicle must have some place to be parked off-street during the winter season. Experience without overnight winter parking regulations in place has shown that too many vehicles were left on-street during storms because drivers had no financial incentive to arrange for off-street parking.

The most effective means of conveying the essential need to arrange off-street parking during the snow season is enforcement of the overnight winter parking ban throughout its duration. This

allows for a planned, uniform level of enforcement which delivers an appropriately strong message of deterring reliance on on-street areas for winter parking.

However, if Council is prepared to accept the consequences of staff's potential inability to meet existing snow and ice operational service standards, the Traffic Authority is prepared to consider a trial period during which overnight parking regulations would be declared in advance of a forecasted snow/ice event and remain in effect until lifted by similar declaration. Such a trial would require an increased level of communication with the clear understanding that residents would be solely responsible to check nightly to determine whether or not overnight parking restrictions would be in effect. The declaration of the overnight parking ban would be circulated to all media in public service announcements, posted on the HRM website (residents could sign up for e-mail or text alerts for snow events), and would be made available on a 24 hour automated phone line message system. Once declared, the overnight 1 a.m. to 6 a.m. parking prohibition would remain in effect until officially lifted by the Traffic Authority, and would last at least 48 hours for most snowfall events. A concerted enforcement process during snow events would be required and it is anticipated that more towing of vehicles in problem locations would be targeted.

But it would need to be clearly understood that it is simply not possible to tow away every vehicle in violation during a storm. Similarly, residents without driveways will still need to make advanced arrangements for off-street parking to ensure they will have someplace to park during declared snow events.

**2. An amendment to the ban regarding the adoption of alternative side of the street parking for the older areas of the Municipality where parking is at a premium and off street parking is not a viable option.**

Refer to previous item #6.

Implementing an alternate side parking program in a typical suburban residential area could be relatively simple and comparatively inexpensive given the simplicity of the sign message required as well as the minimum number of signs and posts needed to implement the program. HRM however, is confronted with trying to implement such a program in a non-typical urban residential area, primarily focused on the peninsula, and more specifically, the downtown and its periphery. Here the streets may be narrower, typically experience higher traffic volumes, and provides vehicle access to a myriad of adjacent mixed land uses. These street characteristics generate diverse on-street vehicle activities which create concerns for safety, circulation, transit and other large service/delivery vehicle access, curb side (un)loading, institutional and industrial generated parking, street cleaning program, and the basic parking needs of local residents. To balance these needs, a variety of restrictive and permissive limited-time parking controls is required.



### WHICH STREETS MAY QUALIFY?

Alternate side parking most likely cannot be implemented over an area in a carte blanche fashion. As examples, based upon street width alone:

- Streets on which **two-sided parking** is normally permitted are likely candidates for the program.
- Streets on which only **one side parking** is permitted may be a candidate for the program. (see Grace Period below)
- Streets on which **no parking** is permitted on even one side cannot qualify for the program.

### SCHEDULE CONSIDERATIONS FOR ALTERNATE SIDE PARKING?

- **Daily versus bi-monthly.** There are operational and budgetary issues to be considered. The daily method changes the parking from one side to the other on a daily basis using the civic address method, (Eg. Park on the even side on even calendar days and on the odd side on odd calendar days). This can be a nuisance for residents but maximizes snow operations and associated costs.

The Bi-monthly method may be more convenient for residents but severely inhibits effective snow operations by denying plows access to each side of the street for a two full week period each month.

Note that either method will undoubtedly still require an outright ban on parking during the actual snow event itself to achieve the desired level of snow service standard.

- **Overnight versus 23 Hours.** The length of time for which the alternate side parking will be in effect each day is critical. If it is in effect for a portion of the overnight hours similar to our winter ban is now, then vehicles will have to be moved nightly around midnight and again a few hours later in the morning. This is very inconvenient; and, snow crews would have only the overnight shift to address storm clean up issues similar to now.

The 23 hour period, with the changeover occurring around the supper hour as an example, is likely to be more convenient for residents and will benefit snow shift operations by providing a larger window of opportunity to complete their work during regular shifts.

- **Grace Period.** Regardless of the alternate side parking format chosen, a grace period of at least one hour is suggested to allow parking on both sides while residents actually relocate their vehicle. Based upon the 'Overnight versus 23 hour' scenario above, it would seem between 6 and 7 p.m. nightly may be an example of a convenient grace period. This grace period, regardless of time of day chosen, can create safety and access issues due to two-sided parking being in effect on a narrow street when a storm is actually in progress.

### SIGNAGE PLAN AND MESSAGE

It is neither physically nor financially practical to change all pre-existing on-street signs in order to implement an alternate side overnight parking program, especially in consideration of having to maintain the parking restrictions required for daytime parking controls. Therefore, obvious conflicts in sign messages will naturally occur and must be resolved.

- **Sign Message Conflicts.** Pre-existing "No Parking Anytime" signs will be in conflict with the permissible alternate side parking sign messages. It is fine to accept the concept that permissive alternate side parking signs will override restrictive parking sign messages. However, this concept cannot be extended to areas where parking is not to be permitted under any circumstances for safety and circulation reasons such as at intersection corners for sight lines, turning areas for larger vehicles/buses, and especially temporary winter conditions.
- **Accessible Parking Spaces.** There are 229 designated accessible parking spaces on the peninsula which are currently not exempt from the overnight winter parking regulations. If alternate side parking regulations were adopted, would it be for designated accessible spaces to be provided on the opposite side?
- **Hydrants, Bus Stops, Etc.** The existence of hydrants, bus stops as well as the number and width of driveways can vary greatly from one side of the street to the other. These areas unilaterally restrict parking and residents cannot assume to park in these areas simply because there are insufficient spaces in which to meet the parking demand on a particular side of the street.

### SIGN MESSAGE COMPREHENSION.

Complaints that there are often too many signs and varied messages at one location to be easily read and understood by drivers are not uncommon.

- **Confusion.** The resulting number of signs needed to convey their intended messages may be very confusing to some motorists. However, these signs are legally required to maintain the various parking controls for enforcement purposes throughout the day and night in a given area.
- **Safety.** Wood utility poles, due to their diameter and height can physically and more safely accommodate three and four signs at a time. Three signs are considered too many for a metal sign post, as they extend well down into the walking space of pedestrians.

### IRRITANTS

- **Sign Post Placement.** Staff makes every effort to strategically locate new sign posts away from front yards so as not to offend abutting property owners by infringing upon

what they consider to be their front yard. This is not always possible; and, residents often become quite upset. This could especially be the case if there are two or more signs on the same post.

- **Driveway Access and Egress.** Those who live on “NO Parking Anytime” side of their street and have had unfettered and easy access/egress of their driveways would no longer enjoy that convenience with alternate side parking in effect.
- **Potential Discrimination.** Council will have to decide if this program is to be Core Service Area wide or specifically to the point of addressing the Halifax downtown area where properties are less likely to have driveways. Should the program be extended to all areas to address the insufficient off-street parking needs of those property owners who own more vehicles than they may accommodate? Will staff be required to create additional accessible parking zones on the opposite side of the street from where they now exist?

**3. An amendment to the ban regarding different regulations for the urban, suburban and rural areas of the municipality of each of these areas are unique and cannot be serviced with the same regulations.**

It is staff's opinion that in order to enable Municipal Operations to provide safe and effective snow and ice control to Council approved service standards at a sustainable cost, overnight winter parking regulations are required. The service standards are based on roadway classification and not on urban, suburban, and rural areas. Consistent regulations enable service standards to be met equitably.

**IN CONCLUSION**

During the preparation of this report, there were several meetings of staff involved with winter maintenance operational strategies. All expressed frustration with the difficulty of meeting service standards without a winter parking ban in place, as well as the ongoing criticism from the media and some members of the public when the winter parking ban is in effect without snow on the ground.

Based on a thorough review of alternatives it is staff's strong preference to maintain the winter parking regulations as presently constituted, except for reducing the effective time period by one hour from 1:00am-7:00am to 1:00am-6:00am. Although there is some opposition to the Winter Ban changing the end time to 6 am, it will address some of the concerns given the consistency over the last three winters where we have seen a continual decline in the number of parking tickets issued. Changing the end time of the Overnight Winter Parking ban to 6 am will address some of the expressed concerns. Over the past three winters there has been a continual decline in the number of overnight winter parking tickets issued, from 19,365 in 2008-2009, to 11,093 in 2009-2010, to 7,787 to 2010-2011. It appears that the consistency in the winter safety operations plan, the pro-active communications strategies, the availability of some off street

public parking locations, etc., have all contributed to the continued decline in tickets; therefore, the present Winter Ban strategy has been successful.

However, the Traffic Authority is prepared to consider a trial period during which the overnight parking regulations would only be enforced during declared snow and ice operations, on the condition that Council accepts the consequences of staff's potential inability to meet existing snow and ice operational service standards. The Traffic Authority is not prepared to consider alternate side parking arrangements for the reasons noted above.

### **BUDGET IMPLICATIONS**

There are no budget implications specifically identified in the report but any changes to service levels or enforcement levels could result in future budget adjustments.

### **FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

### **COMMUNITY ENGAGEMENT**

A formal Community Engagement process was not undertaken for the purposes of this report as it is only providing the Transportation Standing Committee with requested background information.

### **ATTACHMENTS**

- #1. Regulations respecting the Winter Parking Ban made by the Provincial Traffic Authority
- #2. Winter Parking Regulations made by Traffic Authority for HRM

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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

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Report Approved by: Peter Verge, Manager, Municipal Operations, 490-4673

**Original Signed**

Report Approved by: Taso Koutroulakis, Acting Manager, Traffic & Right of Way, 490-4816

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**In the Matter of subsection 202(1) of Chapter 293 of the revised Statute of  
Nova Scotia, 1989, the *Motor Vehicle Act***

**-and-**

**In the Matter of an Order respecting Winter Parking of Vehicles made by  
the Provincial Traffic Authority pursuant to  
subsection 202(1) of the *Motor Vehicle Act***

**Order**

I, Janice Harland, Provincial Traffic Authority, pursuant to subsection 202(1) of Chapter 293 of the Revised Statutes of Nova Scotia, 1989, the *Motor Vehicle Act*, hereby make regulations respecting a prohibition on parking vehicles in the forms set forth in Schedule "A" attached hereto.

This Order is effective December 15, 2010 to and including March 31, 2011.

Dated and made at Halifax, in the Halifax Regional Municipality, Nova Scotia, this \_\_\_\_\_ day of November, 2010.

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Janice Harland, P. Eng.  
Provincial Traffic Authority for  
the Province of Nova Scotia

## **Schedule "A"**

### **Regulations respecting the Winter Parking Ban made by the Provincial Traffic Authority under subsection 202(1) of Chapter 293 of the Revised Statutes of Nova Scotia, 1989, the *Motor Vehicle Act***

#### **Citation**

- 1 These Regulations may be cited as the *Winter Parking Ban Regulations*.

#### **Limitation on Parking**

- 2 Notwithstanding that certain traffic signs have been erected which may permit motor vehicles to park or stand upon sections of highway during the hours stated thereon, no owner, driver or person having control or custody of any vehicle shall park such vehicle upon any highway in the communities listed in Appendix "A"
- (a) between the hours of one o'clock in the forenoon and seven o'clock in the forenoon;
  - (b) in such a manner as to hinder, inconvenience or prevent the removal of snow or ice from such highway unless it is attended by a person authorized and capable of operating it on a highway;
  - (c) from one hour after any snow storm has commenced to two hours after such snow storm has stopped.

#### **Exception**

- 3 Section 2 shall not apply to:
- (a) a motor vehicle that is
    - (I) registered to a physician who is registered under the *Medical Act*,
    - (II) parked reasonably near the physician's office or residence and
    - (III) immediately available to the physician for professional calls;
  - (b) a motor vehicle parked by a physician who is registered under the *Medical Act* if

- (I) the physician is engaged in his occupation, and
  - (II) the motor vehicle is parked in reasonable proximity to the location where the physician is engaged in his occupation;
- (c) a motor vehicle parked by a driver who is engaged in discharging his duties as a police officer or a member of the armed services;
  - (d) a motor vehicle parked by a driver who is engaged in discharging his duties as a member of a fire department;
  - (e) a commercial vehicle parked by a driver for the purpose of loading or unloading merchandise; or
  - (f) a motor vehicle registered to a public utility company that is parked reasonably near the residence of its driver and immediately available for emergency calls.

## APPENDIX "A"

### HALIFAX REGIONAL MUNICIPALITY

Antrim  
Bayside  
Bear Cove  
Beaverbank  
Black Point  
Blind Bay  
Boutilliers Point  
Brookside  
Carrolls Corner  
Chaswood  
Chezzetcook  
Conrad Settlement  
Cooks Brook  
Dean  
Dutch Settlement  
East Chezzetcook  
East Dover  
East Jeddore  
East Lawrencetown  
East Pennant  
East Petpeswick  
East Preston  
East Ship Harbour  
Elderbank  
Elmsdale  
Elmsvale  
Fall River  
Five Island Lake  
French Village  
Gaetz Brook  
Glen Haven  
Glen Margaret  
Goodwood  
Grand Desert  
Grand Lake  
Hacketts Cove  
Halibut Bay  
Harrietsfield  
Hatchet Lake  
Head of Chezzetcook  
Head Jeddore  
Head of St. Margarets Bay  
Herring Cove  
Hubbards  
Indian Harbour  
Ingramport  
Ketch Harbour  
Lake Echo  
Lake Egmont

HALIFAX REGIONAL MUNICIPALITY (continued)



Lake Charlotte  
Lantz  
Lawrencetown  
Lewis Lake  
Lower East Chezzetcook  
Lower Prospect  
Lower Tantallon  
Lower Three Fathom Harbour  
Lower West Jeddore  
McGraths Cove  
Meaghers Grant  
Middle Musquodoboit  
Middle Porters Lake  
Middle Village  
Mineville  
Moser River  
Musquodoboit Harbour  
Myers Point  
New Road  
Oakfield  
Oldham  
Ostrea Lake  
Peggys Cove  
Pleasant Point  
Porters Lake  
Port Dufferin  
Portuguese Cove  
Prospect  
Prospect Bay  
Queensland  
Salmon River Bridge  
Sambro  
Seabright  
Seaforth  
Shad Bay  
Sheet Harbour  
Sheldrake Lake  
Ship Harbour  
Smith Settlement  
Tangier  
Tantallon  
Terence Bay  
Three Fathom Harbour  
Upper Lakeville  
Upper Lawrencetown  
Upper Musquodoboit  
Upper Sackville  
Upper Tantallon  
Watt Section

**HALIFAX REGIONAL MUNICIPALITY** (continued)

Wellington

West Chezzetcook  
West Dover  
West Jeddore  
West Lawrencetown  
West Pennant  
West Petpeswick  
Whites Lake  
Williamswood

## **WINTER PARKING REGULATIONS**

**EFFECTIVE Wednesday, December 15, 2010**

**WHEREAS** due to the congestion on the streets of the Halifax Regional Municipality caused by vehicular and pedestrian traffic and the limitation of the free use of the streets liable to be caused by the presence of snow and ice thereon, I am of the opinion that special conditions exist and I do so declare.

**THEREFORE** under the authority of Section 202 of the Motor Vehicle Act, as Traffic Authority for the Halifax Regional Municipality, I make the following regulations:

1. Notwithstanding that certain traffic signs or parking meters have been erected in the Halifax Regional Municipality prohibiting or permitting the parking of vehicles upon sections of the highway during the hours stated thereon:

- (a) No person shall park an unattended vehicle upon any highway in the core service area of the Halifax Regional Municipality between the hours of 1:00 a.m. and 7:00 a.m. of the same day;

2. The provisions of Subsection 1 shall not apply to:

- (a) A motor vehicle parked by a physician or surgeon reasonably near his or her office or residence and immediately available for professional calls; or parked reasonably near where he or she is actually engaged in professional duties.
- (b) A motor vehicle parked by an operator actually engaged in discharging duties as a police constable or a member of the police of the Canadian Forces;
- (c) A motor vehicle parked by an operator actually engaged in discharging duties as a member of the Halifax Regional Fire Service;
- (d) A commercial vehicle parked by an operator for the purpose of loading or unloading merchandise;
- (e) A taxi parked at a taxi stand.
- (f) A motor vehicle belonging to a public utility company or corporation parked reasonably near the residence of an operator and immediately available for emergency calls.

3. It shall be an offence for any person to fail to comply with these Regulations and such person shall be liable to a penalty as provided by Section 292 of the Motor Vehicle Act.

4. These regulations shall be full force and in effect from the 15th day of December, A.D., 2010, until the 31th day of March A.D., 2011, both dates inclusive.

Approved this 10th day of November, 2010 with respect to all highways in the Halifax Regional Municipality under the direct responsibility of the HRM Traffic Authority.



Ken Reashor, P Eng.  
Traffic Authority  
Halifax Regional Municipality

## Attachment 2

May 21, 2011

Dear Members of the Transportation Standing Committee,

This response has been written quite quickly as I am on my way out of the Country for 7 days. I apologize that I am not there in person to deliver this letter, but frankly I anticipated this report 2 months ago and personally gave up hope that it would even be presented this year.

As you know, District 12 Downtown-Halifax and much of the Peninsula is drastically affected by the Winter Parking Ban. It affects the quality of life for those who choose to be close to urban amenities such as hospitals, universities, and the main hub of business known as the Capital District.

It also affects commerce within this area as well. Just ask any restaurant or business within this area. They will attest to the huge drop in revenue during the months the overnight Winter Parking Ban is in place. The Capital District is supposed to be the epicentre of vibrant activity, the pride of our municipality where citizens, visitors, business people and tourists can savour a good meal from one of our exquisite restaurants, shop and one of our fine shops or enjoy our incredible arts community.

As for residents, there has been a struggle for individuals to see the point of continuing to live in an area of our municipality where commuters are given more credence over those who want to live in densely populated areas. Why do we penalize those willing to support an urban lifestyle when they are the ones that make our municipality the wonderful area that it is?

Yesterday I heard that a young family has moved off of West Street to Tantallon because of the strife they endured this winter due to the Ban. Their premature child was in the hospital and they requested the ability to park on non - storm event nights in front of their home in case the baby's health turned for the worse. Now they will be contributing to vehicle congestion instead of enjoying the great amenities within the peninsula like the Commons, closeness to existing infrastructure, facilities and of course aiding in the reduction of greenhouse gases. This is only one example where residents are choosing to leave the peninsular area due to parking issues.

If we continue to make the quality of life unbearable on the Peninsula, more of the tax payers' money will be roads, infrastructure instead of the services our communities desire such as repair of deferred maintenance of municipally owned buildings, support of our culture and arts and community events. Regional Council fully endorsed HRM by Design, yet we continue to make the existing mature settlement areas low on Council's priority list.

The following are my responses to the Questions posed in the Staff Report Dated May 26<sup>th</sup>, 2011:

- 1. The ability to tow and ticket during snow events; the capacity for vehicle towing; the ability to tow to enable Municipal crews to clear streets.**

From the calls I received from two of the three towing companies, the practise of towing vehicles has not been used to their potential last winter (2010-2011). In fact, one owner stated that they had not towed any cars till January of 2011, even though they and their staff were available and ready at a moments notice to perform such a duty.

**Suggestion:** Adopt the practice of Montreal and other Canadian Cities where vehicles are towed immediately if obstructing snow removal. Why have a weak protocol which allows for a vehicle to left with a ticket, yet still obstructs snow ploughing. With 28 tow trucks at our beacon call, and a strategic plan of operations, this would not only aid in the ploughing operations but would give those who have obstructed operations great incentive to find a place to park during snow events. Enforce Towing.

## **2. The division of authority of the HRM Traffic Authority, HRM Council and the Province.**

Minister of Transportation and Infrastructure, Honourable Bill Estabrooks has stated publically that he is willing to aid the Halifax Regional Municipality's Traffic Authority to make the current restrictions more flexible and has been awaiting a letter of recommendations for change since January 2011. I do not believe Council has the expertise to be fully in control but should have the ability to request common sense changes to the existing ban policy.

### **Suggestion:**

Open dialogue with the Province of Nova Scotia so that practical best practises (common sense approach) can be adapted to aid urban residents and the businesses of the Capital District and areas also struggling with the Parking Ban's inflexibility.

## **3. A legal perspective of a change to the Motor Vehicle Act, and how this could affect the rest of the Province and its Municipalities.**

If you don't ask, you will never receive. Minister of Transportation and Infrastructure, Honourable Bill Estabrooks has stated publically that he is willing to aid the Halifax Regional Municipality's Traffic Authority to make the current restrictions more flexible. I have requested several times for Halifax Regional to open dialogue with the Province of Nova Scotia. With the amount of experts on staff between these two levels of Government, equilibrium of law and best practices can be achieved.

## **4. The issue of the arbitrary nature of the ban, and the ability to change the ban and its start and end dependent on the type of winter weather is being experienced.**

If this is the case, use the Motor Vehicle Act during storm events only or when required for significant snow removal operations. Montreal has been very successful and has been referenced by hundreds of residents as a perfect model for Halifax Regional, yet we have never tried its operations even as a trial remedy. Halifax Regional Staff need to start listening to their residents and stop trying to reinvent the wheel!

**Suggestion:** Adopt the Montreal model for an area of the peninsular area as a trial run and experience for themselves. Ironically they have listened to the staff of Montreal, who has not abandoned this method as it works for the businesses and residents of a much more populated urban core.

#### **5. Consideration of a parking ban during storm/fall clean-ups, special events, VIPs.**

If communicated to the public, businesses and general public properly, this would not be an issue. The deterioration of communication to the businesses and lack of knowledge of Halifax Regional staff with respect to the needs of the businesses in the Downtown Entertainment area resulted in an absolute fiasco. This could have been avoided and would not have caused the current mistrust the businesses have for Halifax Regional.

**Suggestion:** Meet with the business owners and understand their needs. Learn the busy times of businesses and work towards a applicable goal. Businesses pay high taxes and deserve to be accommodated properly by the municipality. After such time communicate with the businesses directly with the businesses using City Watch or other mass communication abilities.

#### **6. Consideration of alternate street parking from one side of the road to another, off street parking sites, parking by resident application.**

Alternative street parking is a solution that must be taken into consideration if we want to achieve a liveable urban core. HRM By Design's goal is to add density to the peninsular area and this cannot be achieved if individuals with vehicles are forgotten out of the equation. For years residents have had to move their vehicle from one side to the other for street cleaning.

**Suggestion:** This practice of alternative side of the road parking would not be an issue for these residents as they already have this practise in place. Moveover, from talking to many snowplough drivers, the use of this practise could be adopted of areas that already do so for street sweeping without incident. Putting the residents of an urban area would gain great strides in attracting more residents to the peninsula as required by HRM By Design.

#### **7. The deputizing of municipal Supervisors, photo shoot vehicles with their plates that are parked on streets.**

I have no issue with not deputizing Municipal Supervisors. Perhaps if the Municipality allowed Tow Truck operators and used their abilities more during the snow ploughing or removal operations, it would free up the streets and allow for operation hours to be reduced.

**Suggestion:** Allow for Tow Trucks to tow vehicles that are in violation of the Motor Vehicle Act during snow storm events. We keep layering red tape instead of eliminating it.

## **9. The history of the parking ban.**

Just because a practise has been in place doesn't mean it serves the public properly. During my tenure on Regional Council, I have seen many by-laws and policies tweaked to accommodate the publics wishes. Those affected by the parking ban deserve to have their desire for change to be heard and considered. The Province of Nova Scotia's Government is willing to aid our municipality with the required changes.

**Suggestion:** Recommend a letter be sent to the Minister of Transportation and Infrastructure to open the dialogue for amendments to the Motor Vehicle Act with respect to the 3 known settlement patterns of the Halifax Regional Municipality (Urban, Suburban and Rural). Allow for the dialogue to both levels of Government to deliberate and amend the required policies and acts for a improved service for the residents.

## **10. The difference of the ban pertaining to HRM and the Province including hours and exceptions.**

Open the required dialogue between the two levels of Government to tweak a more workable conclusion.

**Suggestion:** Open up dialogue with Provincial Government by sending a letter requesting aid in find a solution for al 3 settlement patterns of the municipality and the Capital District area.

## **11. The cost of snow removal, how it affects the budget and what are the service standards.**

Residents that have contacted me think the standards are not reasonable for a municipality of this geographic size and should be reviewed. The residents also have an issue with such stringent timelines for residents but not for sidewalks cleared by the municipality. Enforcement should be stepped up for repeat offenders who do not try to clear sidewalks.

**Suggestion:** Review of standards with public involvement. Internal reviews do not serve the public well and as a municipality we need to take into consideration the publics views.

## **12. Flexibility to cost of changing ban to 5 or 6 a.m.**

Good idea for commuters but still does not take into account the residents living in the areas affected. Priority of service must be within the Capital District as the workforce for the hospitals and essential services require safe, cleared parking areas.

**Suggestion:** Provide areas for commuters to park but also charge a minimal fee for monthly parking for the service. Eco- mobility plan would allow for such a suggestion to succeed.



### **13. The advantages and disadvantages of the ban for Municipal Operations.**

**Advantages:** Facilitates incremental snow removal in capital district, reduces these costs by 750k per season; Ability to meet current service standards; plow to curb ensuring maximum lane width: clear path for emergency vehicles, reduces the build-up of snow pack, less salt applied, reduced liability for damage to parked vehicles and HRM equipment, gives operations a scheduled window for clean-up and final push back, push out post storm service delivery such as bus stops, catch basins clearing, ability to engage in tier 2 and 3 activities non snow related. If snow events are close together the program will not end, taxing human resources and adding operational wear and tear to equipment, increasing maintenance costs and shortening vehicle life cycle, increased capital replacement costs for equipment.

If the operations were better coordinated, enforcement was stricter, and communications to the public were improved, the residents and businesses would agree with this statement, but due to the issues that have caused loss of revenue for businesses and the weak enforcement has citizens losing faith in our ability to coordinate operations.

**Suggestion:** There is a need to adopt appropriate policies for the diverse settlement patterns of this municipality, for the residents to not be persecuted for their lifestyle choice or their need for a vehicle. A letter to the Provincial Minister of Transportation and Infrastructure, Honourable Bill Estabrooks requesting dialogue for possible amendments to the Halifax Charter, Motor Vehicle Act is required.

In conclusion, I will agree with the proposed amendments with the required addition of nurses to the list of medical professionals. This is far from perfect and does not address all the issues I have brought forth for the residents and businesses of District 12. I do hope that the Transportation Standing Committee will endorse this report and allow for the required amendments to be forwarded to the province for approval and to allow for the opening of dialogue on this contentious issue.

Councillor Dawn Marie Sloane

District 12 Halifax- Downtown

Halifax Regional Municipality