



## Street Sweeping Enforcement

<b>Date</b>	November 17, 2021
<b>To</b>	Operations and Community Services Committee
<b>From</b>	Citizen Services
<b>Service Area</b>	Roadways & Transportation
<b>Item No.</b>	OCS21-38

### RECOMMENDATION

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That the Operations and Community Services Committee remove item *OCS21-19* from the List of Outstanding Items for Operations and Community Services Committee.

### ISSUE

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Further to the Clean Streets Update, report *OCS21-19*, this supplemental report outlines information on the financial impacts of increasing the parking enforcement boundaries, a cost recovery analysis of increased fines for parking during scheduled clean sweeps and removal of early pay options on said fines.

### IMPACTS

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Refer to Clean Streets Update *OCS21-19* for impacts related to citywide expansion.

There are no financial, policy/strategic, accessibility, environmental implications to this report.

### OTHER OPTIONS

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There are no other options to consider with this report.

### COMMUNICATIONS

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Since 2019, communications around the Spring Street Sweep campaign has been enhanced including more media notice, increased social media and radio advertising and improved signage. Messaging was adapted to remind residents to visit Regina.ca/sweep to see the schedule, to watch for the new signage at access points to neighbourhoods and to suggest sharing of driveways with neighbours. This past year, residents were encouraged to sign up for sweep alerts by digital means including text and email.

While the initial goal for the recollect sign-up notifications was 750, the sign-ups exceeded that by 500% to greater than 3,800 sign-ups. The program also noted that despite increased on-street residential parking due to work from home due to COVID-19 and despite a related increase in tickets and tows, Service Requests did not increase.

For this coming spring, the City will continue increasing marketing and communication efforts.

## **DISCUSSION**

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Clean Streets Update OCS21-19 was presented at the May 19, 2021 meeting of Operations and Community Services Committee and it was resolved *that this report be tabled to a future meeting in Q3 of 2021, accompanied with a supplemental report from Administration that includes the following enforcement matters:*

- *The financial impacts of increasing the parking enforcement boundaries during scheduled clean sweeps from the current limited enforcement boundaries to the entire city.*
- *A cost recovery analysis of increased fines for parking during scheduled clean sweeps and removal of early pay options on said fines.*

The City of Regina (City) performs an annual sweep of the road network every spring. This allows us to clean up the sand and gravel from the winter season, increase traction control and safety of the roads, enhance and beautify the streetscape, as well as to enhance drainage during rainfalls by reducing the amount of sand/gravel and debris that can block storm sewer drains and collect in the sewer system.

During the Operations and Community Services Committee discussion, there were inquiries around further efforts to enforce on-street parking during the annual sweep including more resources towards enforcement and gauging community willingness to pay more taxes to support enforcement. The recent pre-budget public engagement indicated that maintaining or increasing capital spending and reducing residential property taxes were the top considerations chosen by respondents to guide budget decision-making with 55% of respondents choosing reducing taxes within their top three priorities.

### Current Enforcement Program:

The total annual operating budget for the Spring Sweep Program is \$1.79 million. Currently, 47 kilometers of streets in the city are enforced for no parking violations during the Spring Sweep

Program at a cost of \$61,542. This includes cost of sign placement, parking enforcement and towing charges. Where community signage is used on the remainder of the road network, entire neighborhoods are swept over a one-to-two-day period and residents are asked to park off-street for the duration.

The current ticket fine amount in *Schedule K, Section 64.1 of The Regina Traffic Bylaw, 1997, Bylaw No. 9900* (Traffic Bylaw) is \$120, or \$85 with a voluntary early payment option. The City issues approximately 400 tickets during the Spring Sweep Program. This would typically represent approximately \$34,000-\$48,000 in revenue depending on when and if the tickets are paid. All costs of enforcement for the Spring Sweep Program are paid for through the operating budget and the ticket revenue is directed to the General Revenue Fund to partially offset the expenditures. On average, 80 per cent of tickets issued by Parking Enforcement are voluntarily paid with the remainder enforced through a prosecution process. The percentage of voluntary payment affects cost recovery numbers.

On an annual basis, Administration evaluates low compliance areas. Areas that have high density housing coupled with low compliance consecutively year after year are added to the ticketing and towing program. Improvements in the program can be made through enhanced communication and enforcement efforts in these low compliance areas that include high density residential neighbourhoods where off-street parking is limited. Budget will continue to need to be monitored and adjusted during budget discussions on an as-required basis to accommodate these changes.

Increasing Parking Enforcement Boundaries:

Expanding the enforcement activities to the remaining 1,000 kilometers of roads in Regina during the Spring Sweep Program requires additional expenditures for temporary signage installation and parking enforcement. The operating cost of expanding enforcement efforts citywide is approximately \$1.309 million (\$1,309/kilometer), based on current practices. This total includes sign installation, parking enforcement and towing costs.

Parking Enforcement will require time to plan for the program change such as acquiring staff and equipment, training and creating processes. This would be included in the operating cost for expanding to citywide enforcement.

After reviewing the towing contract and engaging with the towing industry to understand if the additional towing could be achieved, Administration found that the program could be supported with some changes to the contract for towing support. If city-wide parking enforcement was implemented, Administration would work towards updating the contract for implementation in 2023.

Cost Recovery Analysis of Increased Fines:

Based on the current compliance rates of issuing 8.5 parking violations/kilometre and considering that approximately 80 per cent of the fines are paid voluntarily, a fine amount of \$228 will be required, with a reduction to \$193 for early voluntary payment. This analysis assumes there will be approximately 8,500 tickets issued and considers that only 80 per cent of the fines will be paid voluntarily.

An amendment to the *Traffic Bylaw* will be required to increase any parking violation fine. However, should the *Traffic Bylaw* have different fine amounts for comparable violations of no parking, enforcement will become more complicated due to having multiple levels of fine amounts for a similar violation. If the change is required to achieve cost recovery, an amendment to create a stand-alone offence and a distinction as to why parking infractions related to street sweeping are dealt with differently, or more harshly than other similar no-parking infractions not triggered by street sweeping.

It should be noted that the current enforcement program is based on areas that include high density residential neighbourhoods where off-street parking is limited, and the current compliance experience may not be realized in all areas of the city, especially in areas with single use dwellings and ample off-street parking. In those cases, expenditures will occur to install signage and have enforcement personnel inspecting the area, however it may not result in the issuing of any tickets. Historically, if cost of ticket goes up, voluntary payment of tickets goes down thereby requiring an increase in prosecution resources to obtain payment of unpaid ticket.

In addition, the proposed enhanced communication efforts in Clean Streets Update OCS21-19 could increase compliance, and therefore, ticket revenues could be decreased while the enforcement costs will remain consistent or increase.

Removal of Early Pay Option:

When a ticket is issued, the fine amount in *Schedule K, Section 64.1* of the *Traffic Bylaw* is reduced from \$120 to \$85 if the payment is received within 14 calendar days of the issue date. *Section 90* of the *Traffic Bylaw, Reduction for Early Payment* option encourages the offender to pay the ticket as it is a lower penalty. If the full penalty ticket is not paid after 30 days, a summons is issued, and the offender must go to court and runs the risk of paying the full ticket value. The early payment option was reviewed through the Traffic Bylaw Working Group <sup>1</sup>and it was determined that removing the early payment option creates inconsistencies in the *Bylaw Notice of Violation schedule* and early payment options and is not recommended. It also removes the incentive for offenders to pay the lower amount voluntarily which may result in more tickets being brought forward for prosecution.

As part of our jurisdictional review (Appendix A), it has been found that no other municipalities have a structured enforcement plan to recoup costs of enforcement. The fine amounts ranged from \$80 to \$150. The low range \$80 fine amount was an early payment option in the City of Calgary.

Only Saskatoon, and Calgary enforce no parking for their city-wide street sweeping activities. Calgary utilizes automated enforcement that is not applicable in the province of Saskatchewan. Saskatoon does enforce no parking for their Street Sweeping program, however, does not have a cost recovery structure and the costs are built into the areas operating budget.

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<sup>1</sup> The Traffic Bylaw Working Group (TBWG) is comprised of members from Traffic Engineering Branch, Regina Police Service, Bylaw Enforcement, City Solicitor's Office and Parking Services.

The City of Winnipeg has a similar approach to Regina by placing no parking signs on selected streets 48 hours in advance and ticketing and towing. However, they choose to courtesy tow vehicles parked prior to the street being signed using automated enforcement to capture license plate numbers before signing and manually ticket ones parked after the signs, where Regina does not courtesy tow. All other municipalities focus on public communication and community engagement to try to minimize on street parking during their Spring Sweep Program.

**DECISION HISTORY**

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At its meeting on May 19, 2021, the Operations and Community Services Committee resolved that report OCS21-19 be tabled to future meeting in Q3 of 2021, and that a supplemental report from Administration be brought with it that includes the following enforcement matters: the financial impacts of increasing the parking enforcement boundaries during scheduled clean sweeps from the current limited enforcement boundaries to the entire city, and a cost recovery analysis of increased fines for parking during scheduled clean sweeps and removal of early pay options on said fines.

Respectfully Submitted,

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Chris Warren, Director, Roadways & Transportation

8/27/2021



Kim Ohra, Executive Director, Citizen Services

11/10/2021

Prepared by: Alicia Knapik, Technologist II - Roadways & Traffic

**ATTACHMENTS**

Appendix A - Information from other Municipalities

**Appendix A**  
**Information from other Municipalities**

	<b>Regina</b>	<b>Saskatoon</b>	<b>Winnipeg</b>	<b>Calgary</b>	<b>Edmonton</b>
Spring Sweeping Budget	1.79 Million	3.6 Million	6 Million	8.9 Million	13 Million
Ticket & Towing and cost Recovery	Current Ticket penalty does not recover cost of enforcement	City of Saskatoon spends approximately \$180,000 on enforcement officers and towing costs but does not track the cost of signing all the streets separately, therefore, it cannot be determined whether they recover the full cost of enforcement.	City of Winnipeg Operations are not cost recovery - focus is on public communication and the City will courtesy tow vehicles that were parked prior to placing signage. Vehicles parked after signage is placed are ticketed/towed.	City of Calgary does not have cost recovery efforts at this time. They do, however, utilize automated enforcement and this allows for enhanced efficiencies in enforcement. The technology provides increased capacity, efficiently enforcing an entire community ensuring clear roads for the sweepers to pass through.	Not cost recovery - focus is on public communication and the city will courtesy tow if required.
Fine Amount	\$120 and \$85 if paid within 14 days of issue	\$100 No Reduction	\$150 and \$112.50 if paid within 14 days of issue Cost of tow \$120.23	\$120 \$80 if paid within 10 days and \$90 if paid within 30 days	No enforcement - historically no tickets issued for sweeping program
Communication Plan	<ul style="list-style-type: none"> <li>- Social media</li> <li>- Online ads</li> <li>- Free alert system where residents can sign up to receive notifications of sweep</li> <li>- Working with community association and partners</li> <li>- No parking signs in high density areas 48 hours in advance of sweep</li> <li>- Large neighbourhood signs in lower density areas</li> <li>- Web content</li> <li>- Educational videos</li> <li>- Traditional free media - public service announcements, media events, news releases</li> </ul>	<ul style="list-style-type: none"> <li>- Social media</li> <li>- Online ads</li> <li>- Lookup tool where residents can look up their address to determine sweep date</li> <li>- No parking signs 36 hours in advance</li> <li>- Billboards</li> <li>- Alternative parking locations provided by the City</li> <li>- Traditional free media - public service announcements, media events, news releases</li> </ul>	<ul style="list-style-type: none"> <li>- Social media</li> <li>- Radio</li> <li>- Billboards</li> <li>- Web content</li> <li>- No parking signs on select streets 48 hours in advance</li> <li>- Traditional free media - public service announcements, media events, news releases</li> </ul>	<ul style="list-style-type: none"> <li>- Social media</li> <li>- Online ads</li> <li>- Free alert system where residents can sign up to receive notifications of sweep</li> <li>- No parking signs in high density areas 24 hours in advance of sweep</li> <li>- Large neighbourhood signs</li> <li>- Billboards</li> <li>- Interactive map on website</li> <li>- Educational video</li> <li>- Traditional free media - public service announcements, media events, news releases</li> </ul>	<ul style="list-style-type: none"> <li>- Social media</li> <li>- Online ads</li> <li>- Free alert system where residents can sign up to receive notifications of sweep</li> <li>- No parking signs in high density areas in advance of sweep</li> <li>- Large neighbourhood signs</li> <li>- Billboards and bus signage</li> <li>- Website/311</li> <li>- Progress map on website</li> <li>- Traditional free media - public service announcements, media events, news releases</li> </ul>