

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –  
November 10, 2020**

**REPORTS**

**Item No. 2                    Determining Locations of On-Street Parking**

**WINNIPEG PUBLIC SERVICE RECOMMENDATION:**

1.        That this report be received as information.

**Agenda – Standing Policy Committee on Infrastructure Renewal and Public Works –  
November 10, 2020**

**DECISION MAKING HISTORY:**

**STANDING COMMITTEE RECOMMENDATION:**

On July 7, 2020, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back to its November 3, 2020 meeting on the following:

1. The process used to determine which side of the street is identified for parking in a new development.
2. Developing a process for residents to follow if they want to change the parking from one side of the street to the other.

David Grant submitted a communication dated July 6, 2020, with respect to the matter.

**COMMUNITY COMMITTEE RECOMMENDATION:**

On June 3, 2020, the Assiniboia Community Committee passed the following motion:

**BE IT RESOLVED** that the Standing Policy Committee on Infrastructure Renewal and Public Works be requested to direct the Winnipeg Public Service to report back on the following:

1. The process used to determine which side of the street is identified for parking in a new development.
2. Developing a process for residents to follow if they want to change the parking from one side of the street to the other.

## ADMINISTRATIVE REPORT

**Title:** Determining Locations of On-Street Parking

**Critical Path:** Standing Policy Committee on Infrastructure Renewal and Public Works

### AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	J. Berezowsky	N/A	M. Ruta, Interim CAO

### EXECUTIVE SUMMARY

The process to determine which side of the street is identified for parking in new developments has been formalized into a Technical Standard and Practice on Residential Parking for use by the Public Service. This Technical Standard and Practice also includes a process for residents to follow if they want to change parking from one side of the street to the other.

Parking will be permitted on the side of the street that provides the most parking supply, so long as there are no significant safety, operational, or maintenance concerns associated with allowing parking on that side of the street. The intent is to maximize residential parking supply while balancing safety and other considerations. Residents who wish to change parking from one side of the street to the other may submit a petition representing 70% support from affected residents. The Public Service would accept a 70% petition to switch parking assuming there are no significant safety, operational, or maintained concerns associated with allowing parking on the opposite side of the street. When parking regulations are initially installed, a four-month waiting period will apply before any petitions are accepted to switch parking. The waiting period is included so that residents have sufficient experience to draw upon when providing input.

### RECOMMENDATIONS

1. That this report be received as information.

### REASON FOR THE REPORT

On July 7, 2020 the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Assiniboia Community Committee and directed the Winnipeg Public Service to report back to its November 3, 2020 meeting on the following:

1. The process used to determine which side of the street is identified for parking in a new development.
2. Developing a process for residents to follow if they want to change the parking from one side of the street to the other.

## **IMPLICATIONS OF THE RECOMMENDATIONS**

There are no implications as a result of this recommendation.

## **HISTORY/DISCUSSION**

The process to determine which side of the street is identified for parking in new developments has been formalized into a Technical Standard and Practice on Residential Parking for use by the Public Service. This Technical Standard and Practice also includes a process for residents to follow if they want to change parking from one side of the street to the other. This new process will result in a balanced, consistent and defensible approach to determining where to allow parking on residential streets. The intent is to maximize residential parking supply while considering safety and other factors.

### **PROCESS TO DETERMINE RESIDENTIAL PARKING REGULATIONS**

It is this Department's practice to typically prohibit parking on one side of the street in residential areas to accommodate the safe movement of traffic while providing an adequate supply of on-street parking.

The total space available for on-street parking on both sides of the street is first determined. Fire hydrants, approaches, and intersections reduce available on-street parking supply. Typically, parking will be permitted on the side of the street that provides the most parking supply, so long as there are no significant safety, operational, or maintenance concerns associated with allowing parking on that side of the street.

Safety, operational and maintenance concerns include the following:

- Allowing parking on the inside of horizontal curves or on the side of the street with frequent intersections and approaches can create sightline issues, safety and operational concerns.
- When a school is present, it can be advantageous to allowing parking on the school side of the street to accommodate curb-side loading for students.
- When homes are present on one side of the street only, it is advantageous to allow parking on the home side of the street so that residents and visitors are not required to cross the street to park. However, this is less of a concern on local residential streets where traffic volumes are expected to be quite low.
- Some neighbourhoods have curb-side sidewalks, where there is no boulevard between the street and the sidewalk. Typically, curb-side sidewalks are built wide enough at 1.8 metres to allow for adjacent parked vehicles to open their doors without significantly impacting pedestrians on the sidewalk. When curb-sidewalks are 1.8 metres or wider, on-street parking can be allowed adjacent to the sidewalk. If curb-side sidewalks are less than 1.8 metres, on-street parking should typically be prohibited adjacent to the sidewalk.
- On residential streets with no sidewalks, special consideration should be given to how on-street parking impacts sightlines around curves and at intersections, as pedestrians will be walking on the street with traffic.
- If both sides of the street have the same amount of space available for on-street parking and no significant safety or operational issues exist on either side of the street, then parking should be prohibited on the side of the street with street lights. Parking signage

can be installed directly on the street light poles which saves on both capital and maintenance costs.

- Typically, it is not the Department's practice to alternate parking from one side of the street to the other, particularly on networks that contain curvilinear roads and cul-de-sacs. Alternating parking along a street can be unexpected for drivers and lead to conflicts associated with frequent mid-block u-turns and reversing maneuvers.

### **REVERSING ON-STREET PARKING REGULATIONS**

When on-street parking regulations are installed on a new street or reversed on an existing street, those regulations should remain in place for a four-month period before any additional changes will be considered. The four-month period allows residents to adjust to the regulations, observe parking conditions, and gather sufficient experience to draw upon when providing input.

If, after the four-month period has passed, residents would like parking regulations to be switched to the other side of the street, requests can be made to the Transportation Division for review. If Transportation has no significant safety, operational, or maintenance concerns associated with switching the side of the street that parking is allowed, then the resident will be asked to complete a petition representing 70% of affected property owners in support of the change. After receiving a successful petition, Transportation will issue a work order to change the signage and mail letters to all affected property owners advising of the change.

<b>FINANCIAL IMPACT</b>
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## **Financial Impact Statement Date: [October 6, 2020](#)**

### **Project Name:**

**Determining Locations of On-Street Parking (Assiniboia Community Committee)**

### **COMMENTS:**

There is no financial impact associated with the recommendation of this report.

"Original signed by J. Peters, CPA, CGA"

J. Peters CPA, CGA

Acting Manager of Finance & Administration

**CONSULTATION**

This Report has been prepared in consultation with: N/A

**OURWINNIPEG POLICY ALIGNMENT**

The recommendation of this report is aligned with the key strategic goal of a safe, efficient and equitable transportation system for people, goods and services in the Sustainable Transportation Direction Strategy that supports OurWinnipeg.

**WINNIPEG CLIMATE ACTION PLAN ALIGNMENT**

N/A

**SUBMITTED BY**

Department: Public Works  
Division: Transportation  
Prepared by: R. Peterniak, M.Sc., P.Eng., RSP<sub>1</sub>, Community Traffic Engineer  
Date: October 7, 2020