

Pilon, Janet

Subject: Suggest need for review of Parking By-law

From: Michael Ronney

Sent: September 30, 2019 4:05 PM

To: clerk@hamilton.ca

Cc: Office of the Mayor <mayor@hamilton.ca>; Danko, John-Paul <John-Paul.Danko@hamilton.ca>

Subject: Fwd: Suggest need for review of Parking By-law

To whom it may concern:

At the suggestion of the Mayor's office, I am forwarding my suggestion for review of Parking By-Law No. 01-218. I believe my note to the Mayor and to John-Paul Danko are self explanatory. A change to the By-Law might provide an opportunity for delivery companies to consider making changes in their delivery policies, and hopefully discouraging delivery drivers from stopping to make deliveries in the most hazardous zones. I believe a change to the Parking By-Law could help make our streets safer!

Would you kindly share with the appropriate committee?

Thank you,
Michael Ronney

----- Forwarded message -----

From: Michael Ronney

Date: Mon, Sep 30, 2019 at 11:12 AM

Subject: Suggest need for review of Parking By-law

To: Danko, John-Paul <john-paul.danko@hamilton.ca>, Fred Eisenberger <mayor@hamilton.ca>

Dear John-Paul and Mayor Fred,

An article in today's Hamilton Spectator (see PDF attached) stirred my ongoing concern within the City of Hamilton for the safety of pedestrians, cyclists and users of streets in general. The issue is the blanket exemption afforded in the City of Hamilton in the current By-law (see excerpts below) to Canada Post and a wide variety of delivery vehicles to park in no stopping zones, in bike lanes, and pretty anywhere which is convenient for the delivery drivers. Too often these vehicles block pedestrian access and/or visibility, impact bike safety, and interfere with the ability of other vehicles to turn safely at intersections. There are reasons for the 'no stopping' zones. With the exception of true emergency vehicles

(ambulance, police and fire), and in the interest of safety, the 'no stopping' zones need to be observed by everyone.

I would welcome attention from City Council to undertake a review of Parking By-Law No. 01-218.

Yours truly,
Michael

CITY OF HAMILTON BY-LAW NO. 01-218:

DEFINITIONS

1. For the purposes of this by-law:

(a) **"Authorized Emergency Vehicle" means:**

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1. (i) any vehicle owned or operated by the City of Hamilton while the operator is engaged in the performance of his or her duties;
2. (ii) any vehicle owned or operated by a Police Service, a Fire Department or a Ministry of the Province;
3. (iii) any vehicle owned or operated by an ambulance service, a mortuary or a funeral home while the operator is engaged in the performance of his or her duties;
4. **(iv) any vehicle owned or operated by a public utility including but not limited to vehicles owned or operated by Canada Post, a telephone company, a natural gas utility, a hydro electric power provider, and any other public utility, telegraph or telecommunications company, provided that such vehicles are each clearly identified by a crest or other marking and provided the operator is actively engaged in the provision of the services offered by the utility;**

AND FURTHER:

EXEMPTION

7. The provisions of this By-law respecting parking, stopping or standing of vehicles shall not apply to:

1. **(a) Authorized emergency vehicles where the operator is engaged in the performance of their duties;**

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Michael Ronney

Canada Post racking up close to \$1 million a year in parking fines, data shows

The information, obtained by The Canadian Press through freedom of information requests, indicates the bulk of the citations are in and around Toronto.

by Colin Perkel



Data shows the Crown corporation has paid out almost \$7.5 million in parking fines over the past decade. - Colin Perkel , THE CANADIAN PRESS

Canada Post is racking up close to \$1 million annually in parking tickets as drivers struggle to navigate increasingly congested city streets, data show.

The information, obtained by The Canadian Press through freedom of information requests, indicates the bulk of the citations are in and around Toronto.

"To meet the needs of Canadians, our employees have to routinely park their vehicles," said Canada Post spokesman Jon Hamilton. "With the concentration of addresses in urban downtown cores and a rising demand for pickups and deliveries, this can cause challenges, not just for Canada Post but for all delivery companies."

Data shows the Crown corporation has paid out almost \$7.5 million in parking fines over the past decade. The worst year was in 2016 with \$943,293 paid, slightly more than last year's \$914,831, and almost quadruple the \$289,908 recorded in 2009.

Under the federal Canada Post Act, the corporation has, with some exceptions, the "sole and exclusive privilege of collecting, transmitting and delivering letters to the addressee thereof

within Canada." The corporation has a fleet of almost 13,000 vehicles that delivered close to eight billion pieces of mail last year.

Eric Holmes, a spokesman for the City of Toronto, said mailbox placements are approved with the "general preference" they not be placed along high-volume streets.

"Illegally parking, stopping, or standing a vehicle is dangerous for pedestrians, cyclists and other motorists and creates congestion," Holmes said. "Enforcement of parking violations is one way the City of Toronto helps deter this behaviour."

Hamilton said the corporation was an "active participant" in partnerships with Toronto, Montreal and Vancouver that aim to ease congestion, especially in downtown cores and along major access routes.

"We also review our operations to make changes, such as adjusting pickup and delivery times, where possible," Hamilton said. "It's a bigger discussion than simply designating more delivery zones."

Overall, the fines are barely a rounding error for Canada Post, which lost \$270 million last year on revenue of \$6.6 billion dollars — three-quarters of the corporation's total revenues. The company initially refused a June 2016 request for the ticket data, citing "commercial sensitivity."

It relented in June after belated intervention from the information commissioner and released the total value of tickets by region paid from 2009 until mid-2016. Asked for updated figures, the country's largest retail network insisted on receiving a new formal access-to-information request before providing them.

All regions of Canada show ticketing of branded Canada Post vehicles, but most citations are in major urban centres, where thousands of mail addresses can be concentrated in a few blocks. Despite the daunting logistics of pickup and delivery, a Toronto traffic police spokesman was blunt:

"This is an easy one," Sgt. Brett Moore said. "There is no preferential treatment for Canada Post."

In general, Canada Post's drivers are on the hook for traffic violations. However, company policy makes allowance for parking tickets — with an excuse — except in designated accessibility spots.

Emilie Tobin, with the Canadian Union of Postal Workers, said the idea of parking exemptions for Canada Post vehicles is a complex topic given that the company is federally regulated but drivers have to follow varying provincial and municipal bylaws.

"In some areas, it is difficult to find a legal parking space, so our members do have to park illegally and some do incur parking tickets," Tobin said. "It's not an ideal system and postal workers would prefer that routes could be structured in a way that allowed for legal parking 100 per cent of the time."