



INFORMATION REPORT

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	September 18, 2018
SUBJECT/REPORT NO:	Dedicated Mohawk College Parking Enforcement (PED18220) (Ward 8)
WARD(S) AFFECTED:	Ward 8
PREPARED BY:	James Buffett (905) 546-2424 Ext. 3177
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

Council Direction:

On May 23, 2018, City Council carried the motion, by Councillor Whitehead, "That staff look at the feasibility of a dedicated Parking Enforcement Officer in the Mohawk College Precinct".

Information:

Several Community meetings, within 2017 and 2018, involving the Buchanan and Bonnington Neighbourhoods, included discussions around parking enforcement, Mohawk College, and parking impacts on the surrounding communities.

On May 23, 2018, City Council carried the Motion, by Councillor Whitehead, for staff to look at the feasibility of a dedicated Parking Enforcement Officer in the "Mohawk College Precinct" (MCP).

The MCP can be categorized as primarily the area south of Fennell Avenue East, west of Upper James Street, north of Mohawk Road West, and east of Garth Street. With daily traffic attending Mohawk College (MC), drivers utilize the surrounding neighbourhood streets for short-term parking to avoid parking fees at MC. This parking can have a negative impact on the surrounding residents. The MCP is part of the East Mountain "beat" for the daily Parking Control Officers (PCO) assignments.

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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Mohawk College has paid parking on site at a rate of \$5 per hour, with up to a \$16 daily maximum. In addition, annual permits can be obtained at a cost of \$940. To avoid the costs, some drivers look to short-term parking in the surrounding neighbourhood streets, which do have a combination of one-hour and two-hour time limit areas.

On a typical day during the school year, there are approximately five to six PCOs patrolling and responding to complaints regarding parking enforcement throughout the City of Hamilton, with a single PCO dedicated to the East Mountain, which includes the MCP. Existing staff, over the past two years (August 2016 – August 2018), in the MCP have responded to the 900 plus complaints that have been filed for investigation and appropriate action. In combination with those complaints, and the daily proactive patrols, PCOs have issued 5,500 plus (2,250 annual average) Parking Penalty Notices (PPN) to vehicles parked in violation in that same period. This would account for 0.015% of all tickets issued within the City of Hamilton on average.

With Enforcement staff currently issuing five times more PPN than reported complaints, there is a distinct presence of parking enforcement that already exists within the area. Current operating costs for the Parking Enforcement Section utilize this enforcement action as part of the budgeted revenues to account for existing staffing.

This is consistent with other areas within the City of Hamilton, such as the McMaster University Area (MUA), which exhibits similar parking behaviours from students. For example, over the course of 2017, there were 717 parking complaints filed with Parking staff for investigation and action. Within the same period, more than 9,200 PPN were issued. The MUA is significantly larger than the MCP, but it can be seen that proactive measures outweigh complaints.

With an average issued value for PPN of \$34 at 2,250, PPN is approximately \$76,500 over the course of a year. In comparison, the salary and benefits of a PCO is approximately \$84,000 for 2019, and the revenues from the MCP offset existing staffing costs. Exploring other staffing options, such as part-time staff or student enforcement, would still have a negative impact for existing staffing costs.

If a PCO was dedicated to the MCP, there would be a potential increase in PPN issuance, and, in turn, potential revenue to offset a dedicated PCO for the MCP, but it would have a negative impact on the cost basis for the PCO assigned to the rest of the East Mountain.

The current staffing levels, on a typical day for Parking Enforcement within the MCP, are sufficient to attend to complaints and effectively enforce parking regulations in the area (primarily time-limit parking) proactively with a measureable presence.

Appendices and Schedules Attached

N/A

BH:JB:cr