



CITY OF HAMILTON
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Transportation Planning and Parking Division

TO:	Chair and Members Planning Committee
COMMITTEE DATE:	September 20, 2022
SUBJECT/REPORT NO:	School Zone Special Enforcement Area Pilot (PED19238(a)) (Wards 1 and 11) (Outstanding Business List Item)
WARD(S) AFFECTED:	Wards 1 and 11
PREPARED BY:	Mike Newell (905) 546-2424 Ext. 1746
SUBMITTED BY:	Brian Hollingworth Director, Transportation Planning and Parking Planning and Economic Development Department
SIGNATURE:	

RECOMMENDATION

- (a) That Council direct staff to implement two pilot Special Enforcement Areas (SEAs) in proximity to Earl Kitchener Elementary School and St. Matthew Catholic Elementary School and report back to the Planning Committee on their effectiveness following the 2022/2023 School Year;
- (b) That the matter respecting Item 19BB, staff consultation with Hamilton schools and School Boards regarding issues related to parking and stopping in front of schools be identified as complete and removed from the Planning Committee Outstanding Business List.

EXECUTIVE SUMMARY

Parking around schools during bell times is a significant issue and source of complaints. Key issues include, but are not limited to, pedestrian safety due to improperly parked cars, added congestion adjacent to schools, and parking spill over into adjacent residential streets. Currently, Parking Enforcement Staff schedule schools for enforcement on a rotating basis with multiple staff attending the site and issuing parking penalties to vehicles in violation. Often these enforcement efforts are carried out in collaboration with Hamilton Police Services (HPS) with the intent to try to change

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parking behaviour and improve safety around schools. Enforcement efforts are generally well received at the time and improve compliance on those specific days but do not have a lasting impact on parking behaviour.

This Report proposes to implement a pilot program to test the use of Special Enforcement Areas (SEAs) around school sites, initially focusing on two school locations. The program is the result of discussions with School Board representatives and is modelled after the Waterfalls SEA program, which has been effective.

Both Boards provided candidate school sites which experience significant parking problems. The proposed school sites for implementation of the pilot are Earl Kitchener Elementary School, and St. Matthew Catholic Elementary School.

Alternatives for Consideration – See Page 3

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: N/A

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

At its meeting on November 19, 2019, the Planning Committee directed staff to report back following consultation with Hamilton Schools and School Boards regarding parking and stopping in front of schools during discussion of the Parking Fee Review Report (PED19238). Following that direction, staff met with Hamilton-Wentworth District School Board (HWDSB), and Hamilton-Wentworth Catholic District School Board (HWCDSB) representatives in 2020 and 2021 to discuss potential solutions and methods to curb parking concerns during bell times.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

Hamilton Municipal Parking System (HMPS) Staff have reviewed the pilot locations with HWDSB Staff, HWCDSB Staff, and affected Ward Councillors.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

With over 150 plus schools within the City of Hamilton, and approximately 190-200 school days, it is not possible for Parking Enforcement Staff to be at all school sites to address parking concerns. Typical penalties being issued during bell times are for No Parking Areas, and No Stopping Areas. Penalty amounts for these infractions are \$35 and \$80. Although these penalty amounts aren't insignificant, general deterrence is not being met. The risk and effect of these penalties is not deterring potential offenders.

This phenomenon was similar around Waterfall Sites (such as Greensville) where visitors were willing to risk parking in violation. Implementation of SEA's with a \$250 penalty has shown a decrease in illegal parking behaviour with increased general deterrence associated with higher penalties. There was a 60% decrease in issued penalties in the Greensville Waterfall Area from 2020 to 2021.

Implementation of SEAs with a \$250 penalty around school sites is expected to have a similar effect in reducing illegal and unsafe parking behaviours that jeopardizes the safety of children during bell times. If the Recommendations noted in this Report are passed, the SEAs can be implemented to be in place only during the School Year on weekdays and within specified times (7:00 a.m. to 5:00 p.m.). Amendments to the existing SEA Schedule within Parking By-law 01-218 can be enacted through a routine amendment submission to Council in order to have the SEA active early into the 2022/2023 School Year.

Staff would also engage Communications Staff to ensure a public messaging is done prior to implementation, which can be shared with the School Boards, the selected school site Principals, and other stakeholders for public awareness. This would be coupled with routine signage that would be consistent with the other SEAs within the City of Hamilton.

This pilot would also support ongoing programs for Active and Sustainable School Travel (ASST) Planning that are overseen by the Transportation Planning and Parking Sustainable Mobility Group, the Healthy and Safe Communities Department, and external organizations such as Daily School Route, and Green Communities Canada.

ALTERNATIVES FOR CONSIDERATION

- (a) Staff could be directed to implement SEAs around additional school locations.
- (b) Staff could be directed to look at increasing Parking Enforcement staffing complement to provide additional staffing resources at schools during bell times.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life.

APPENDICES AND SCHEDULES ATTACHED

N/A