



Residential Parking Program Review

June 2019 Engagement – What We Heard



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1 Background

Some residential areas in Saskatoon experience significant on-street parking congestion, usually generated by a nearby hospital, university or business district. The Residential Parking Program (RPP) Bylaw was established to designate certain streets as residential parking zones which limit non-resident parking to a short period of time.

With the rapid growth of the city in recent years, demand for on-street parking has increased. A comprehensive review of the RPP is required to identify revisions to the bylaw that will better address current needs and pressures. The review will include engagement of residents, businesses and institutions that have first-hand knowledge of the program. This input will play a critical role in identifying appropriate and necessary program change.

The RPP Review is intended to:

- address issues raised while accommodating the original intent of the program;
- establish efficient and appropriate zone creation and modification processes;
- confirm appropriate permit types, fees and eligibility criteria; and,
- identify opportunities to improve and/or automate administrative and operational processes.

There were five public open houses and an online survey held in spring 2019 to collect public input regarding issues with the current program. Meetings with parking generators, such as the University and hospitals, were also held in spring. These consultations helped inform proposed amendments to the RPP program. These proposed amendments will be the focus of public consultation being held in November/December, 2019.

2 Engagement Activities

2.1 Online Survey

An online survey was open for public input from June 3rd through June 30th, 2019.

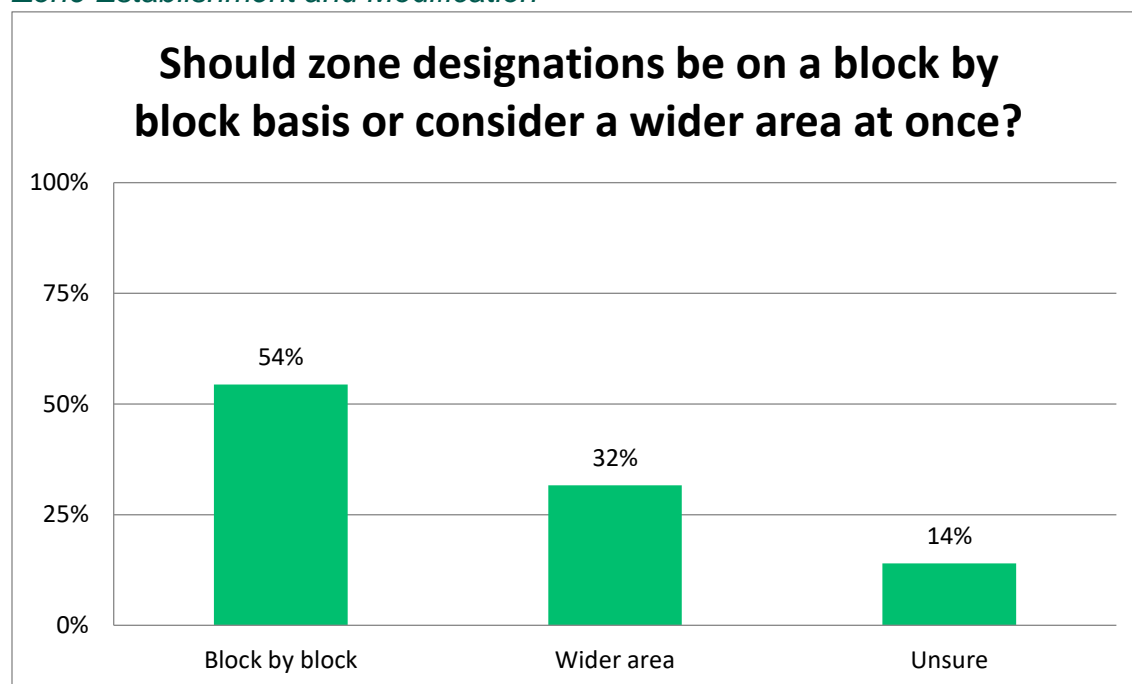
2.1.1 Intended Audience

The stakeholder groups included the following:

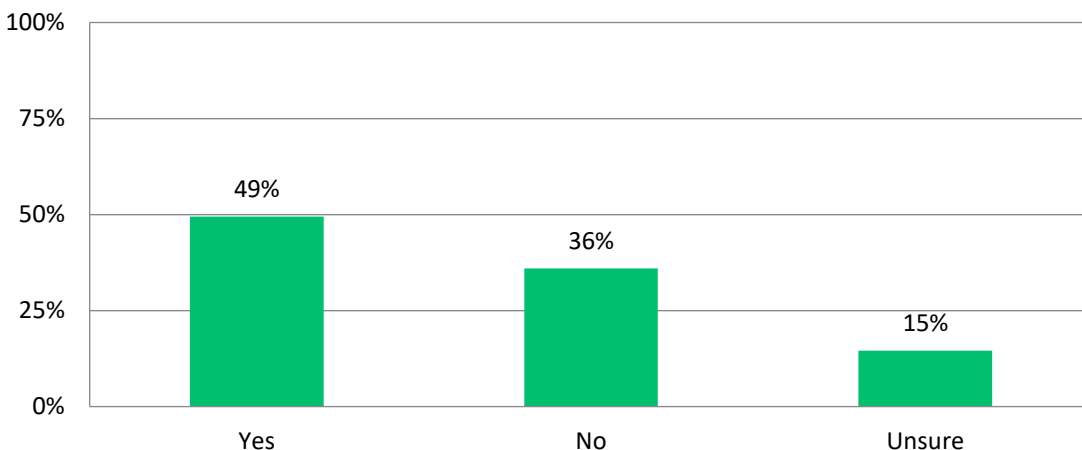
- Residents in and around Residential Parking Program zones; and
- The general public.

2.1.2 What We Heard

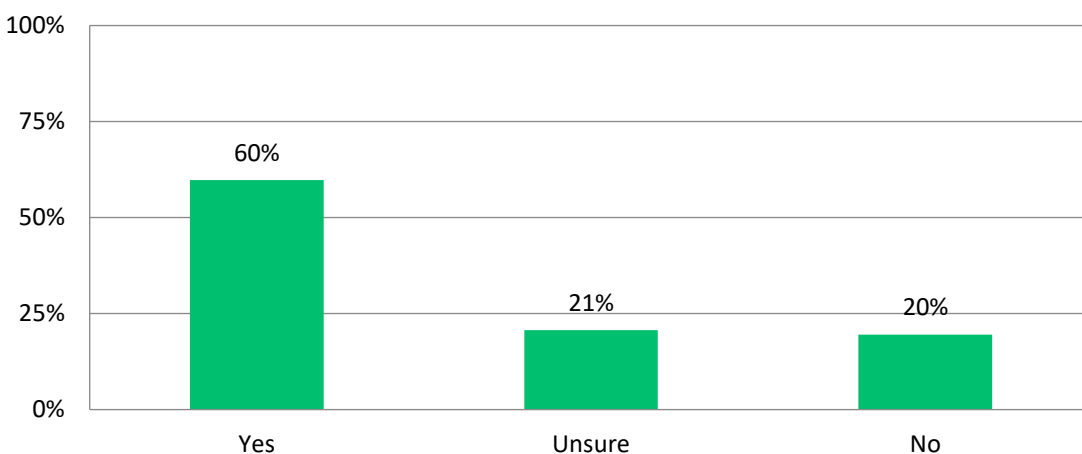
Zone Establishment and Modification



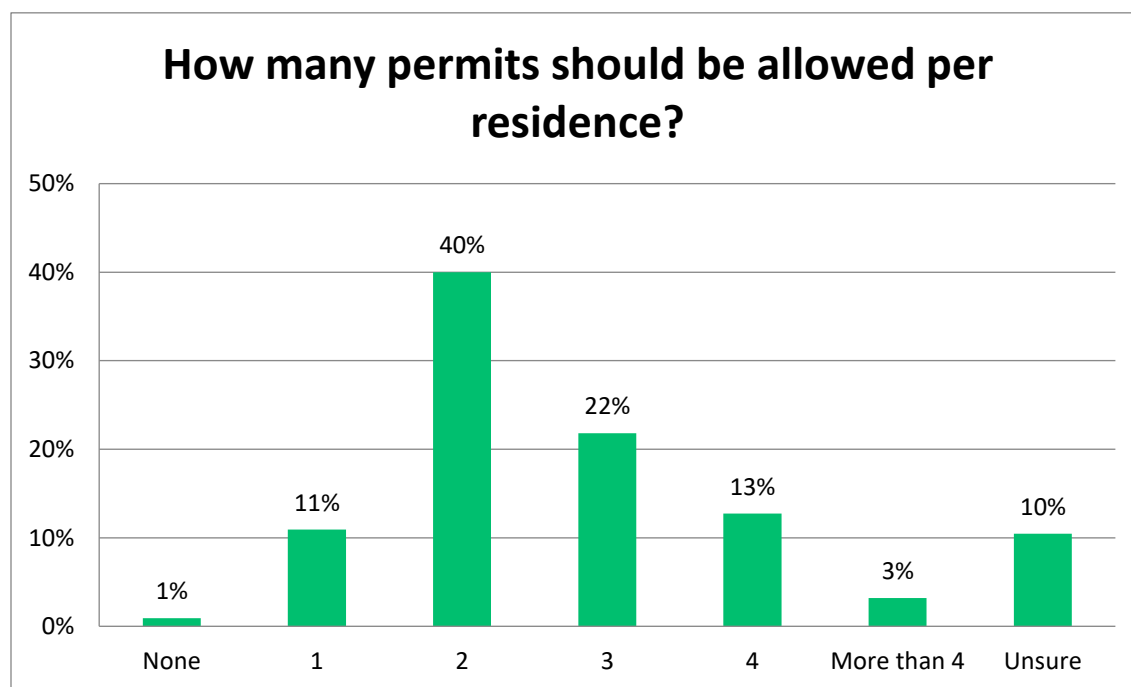
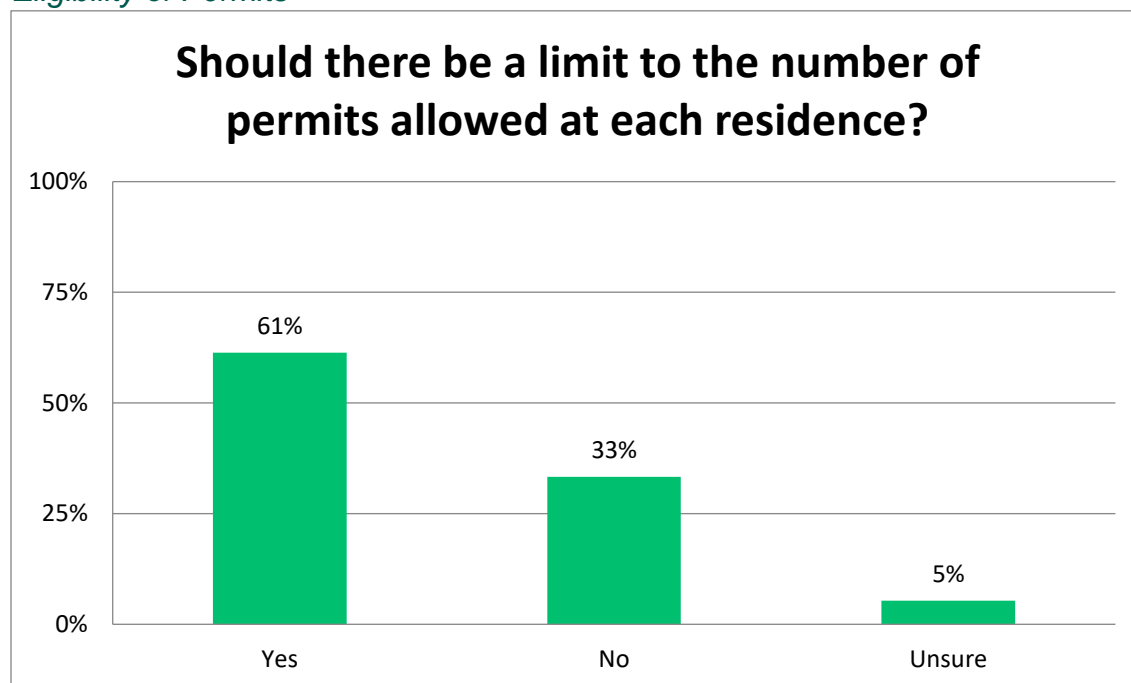
**When designating or modifying zones,
should all streets in the area be considered
(e.g., next to parks or green space)?**



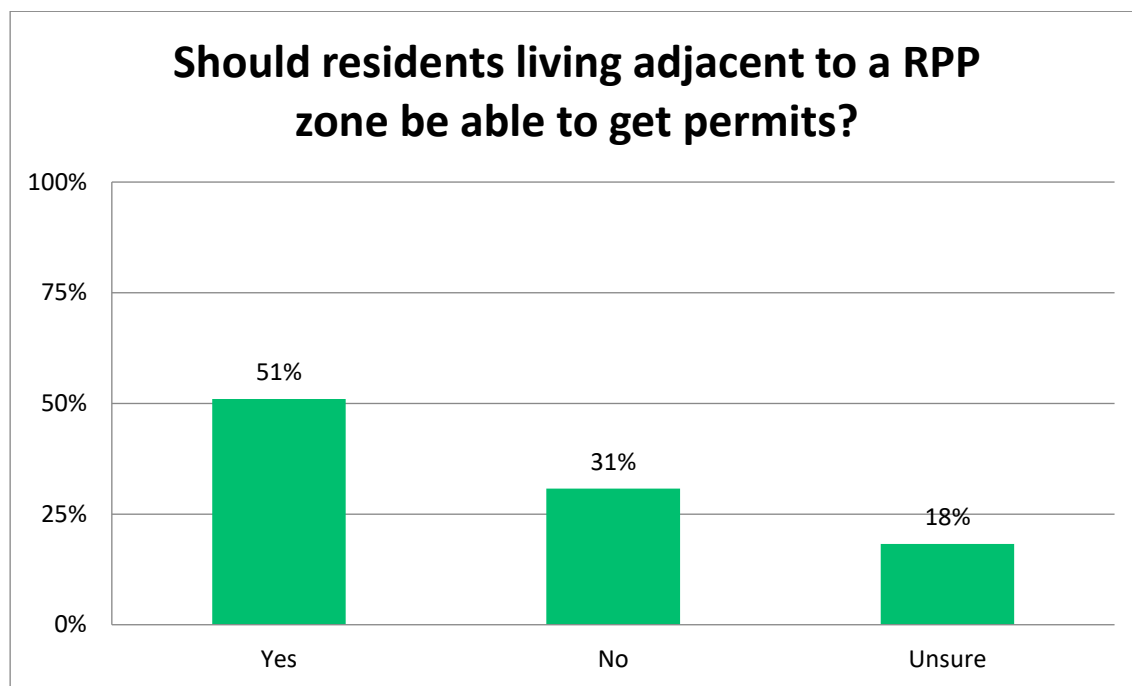
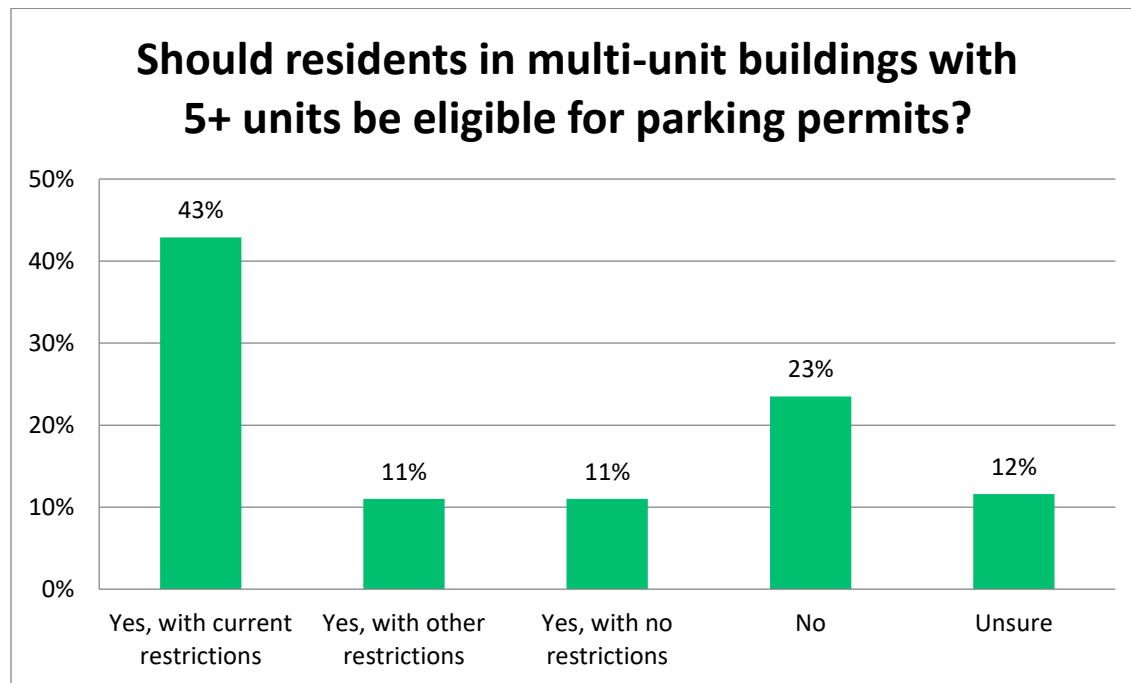
**Should the process for establishing and
modifying zones continue to require a
resident petition?**

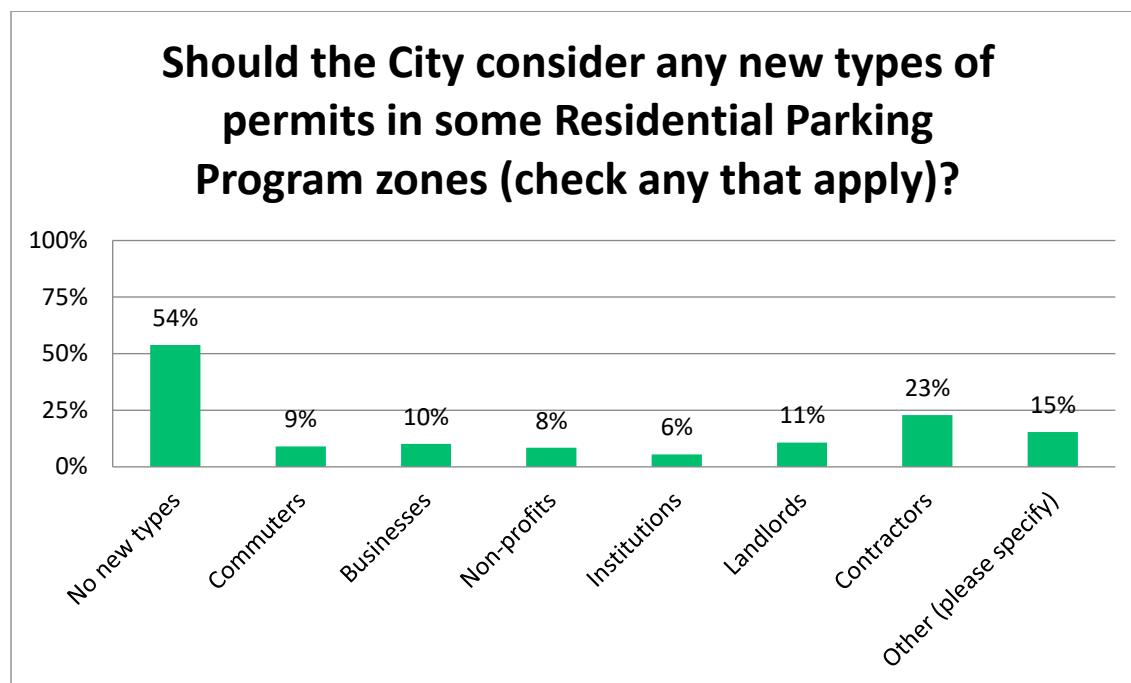


Eligibility of Permits



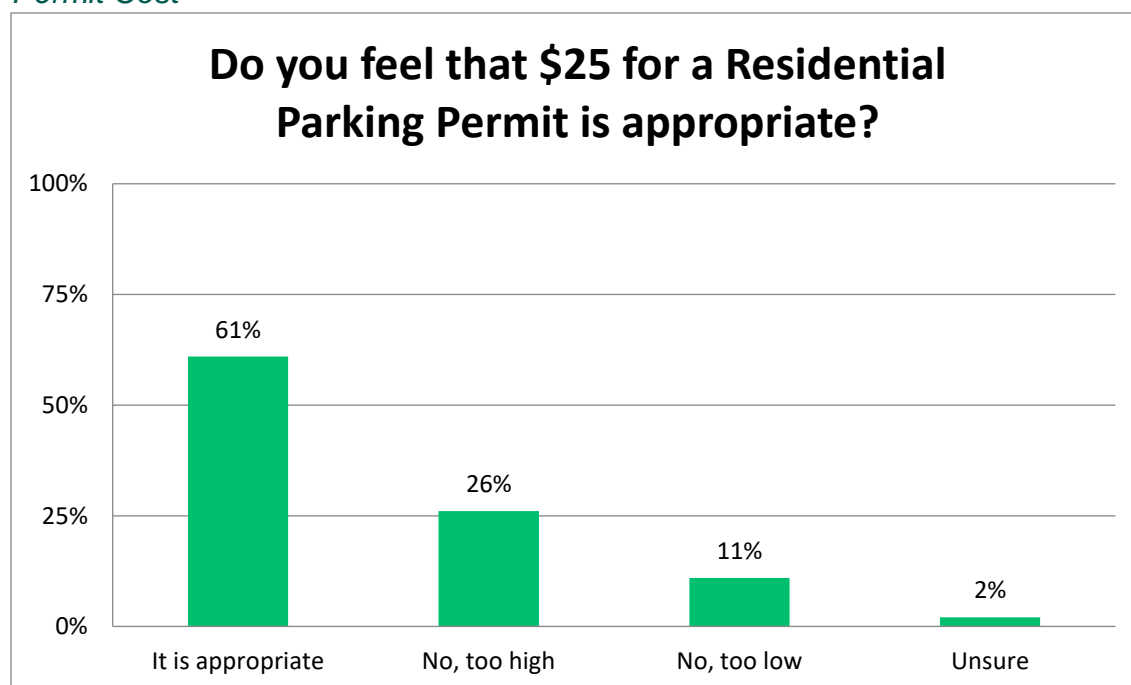
Residents in multi-unit buildings with 5 units or more are currently only eligible for parking permits if their building does not provide at least one parking stall per unit for resident use.

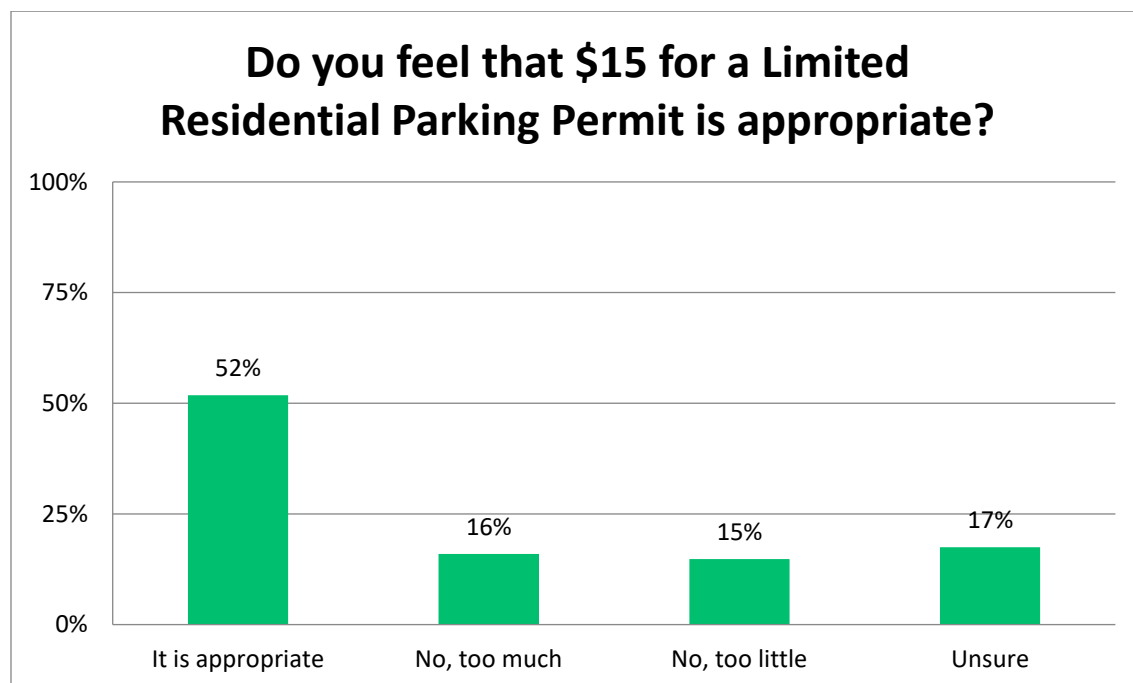




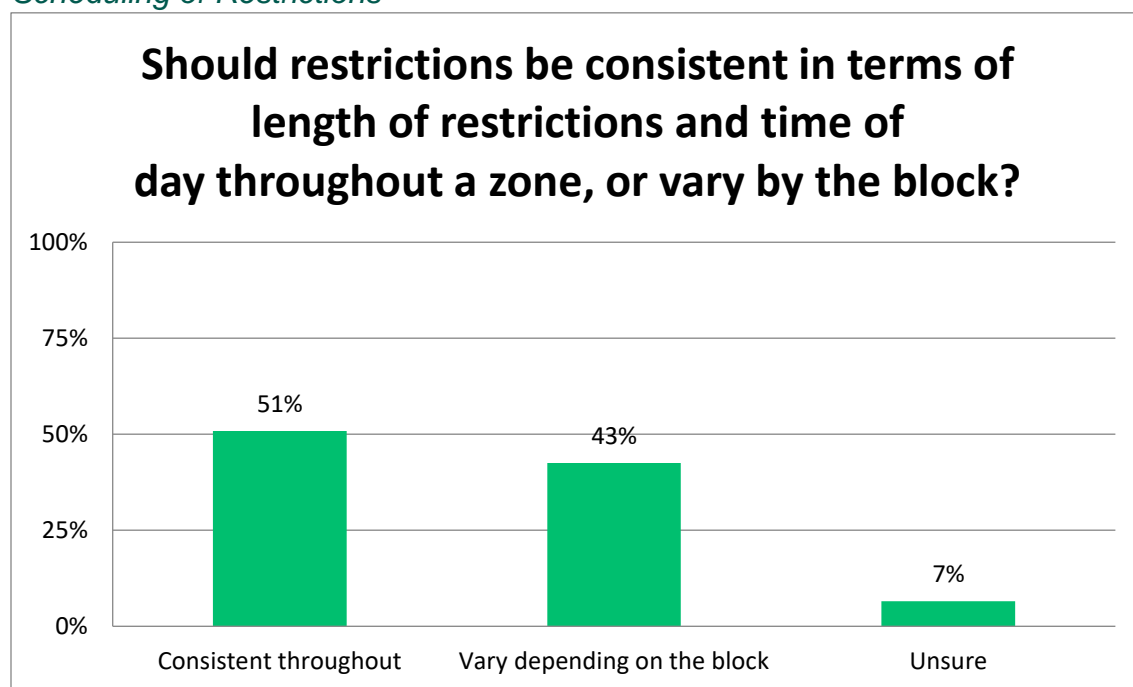
Those respondents who responded “Other” generally reiterated one of the available response options, or clarified their selection of one of the available options.

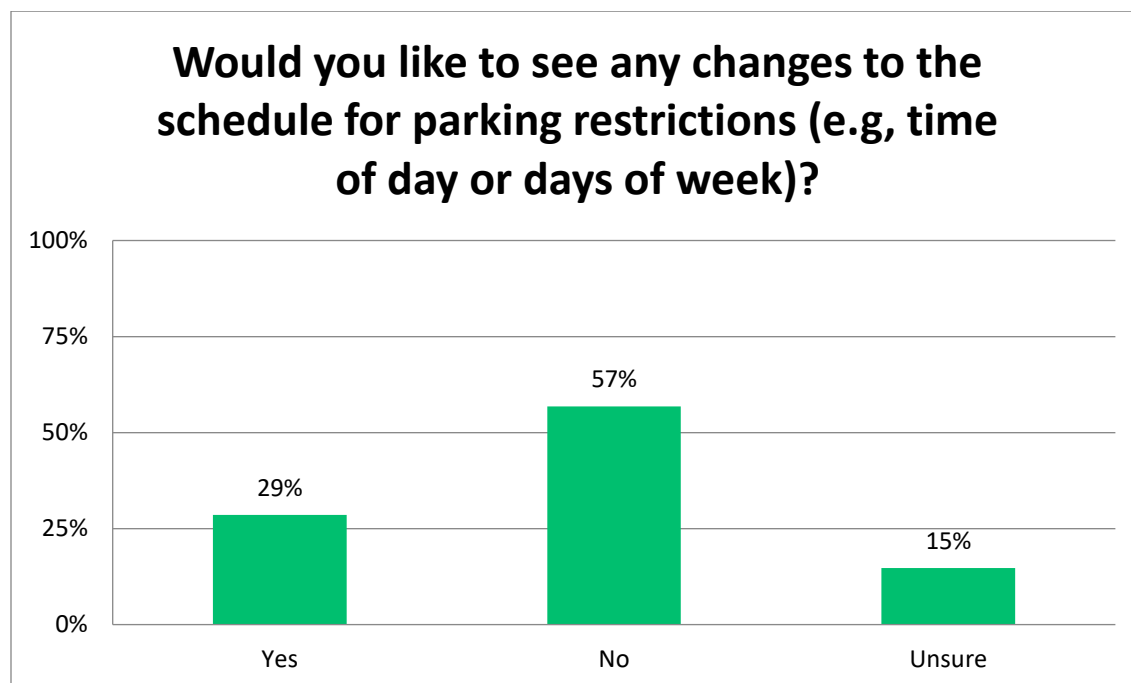
Permit Cost





Scheduling of Restrictions

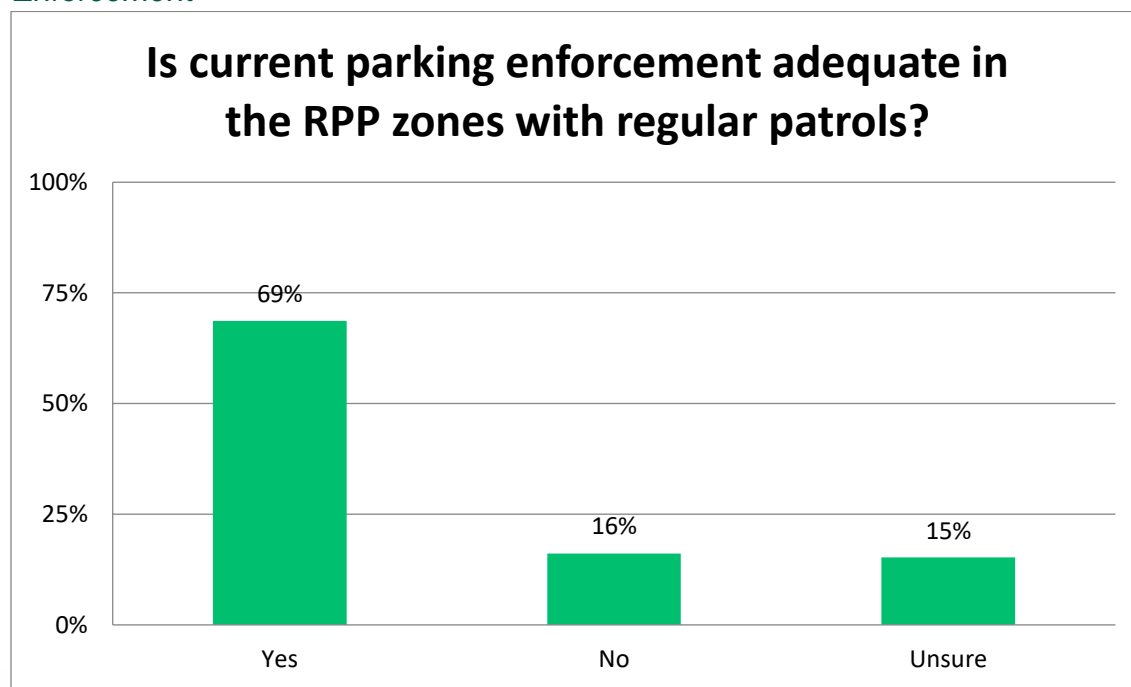




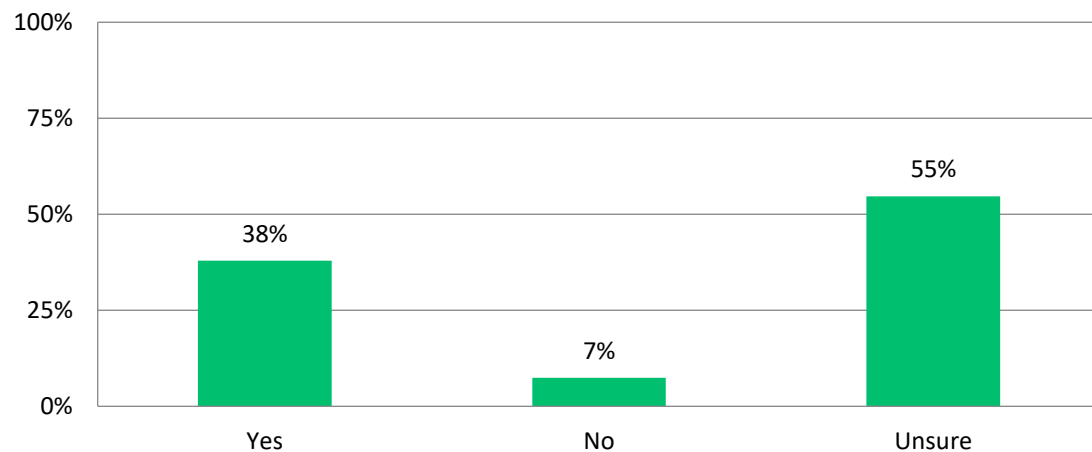
For those who would like to see changes to scheduling, some common themes were:

- Some parking generators create parking congestion during evenings and weekends that are not covered by current scheduling; and
- All RPP zones should have restrictions in place at all times.
- There should be less restrictions as it is hard to have company or visitors.

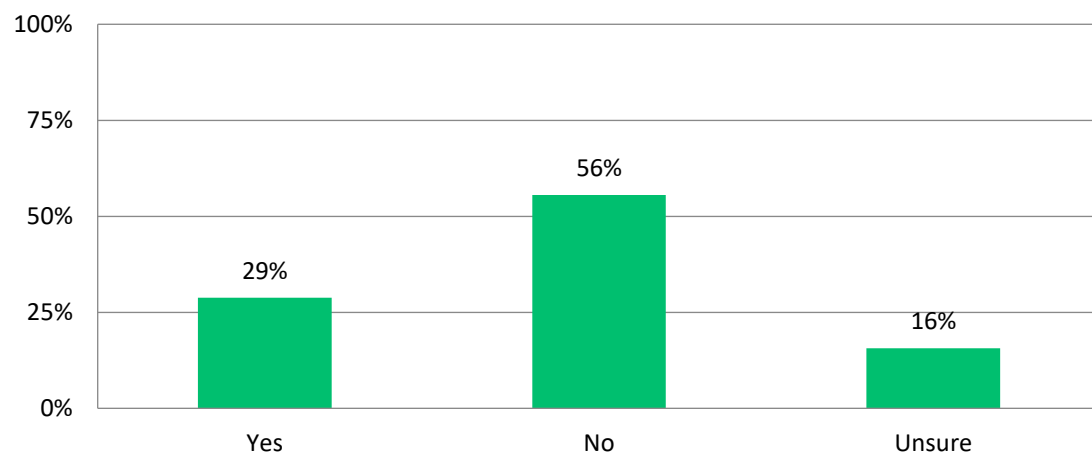
Enforcement



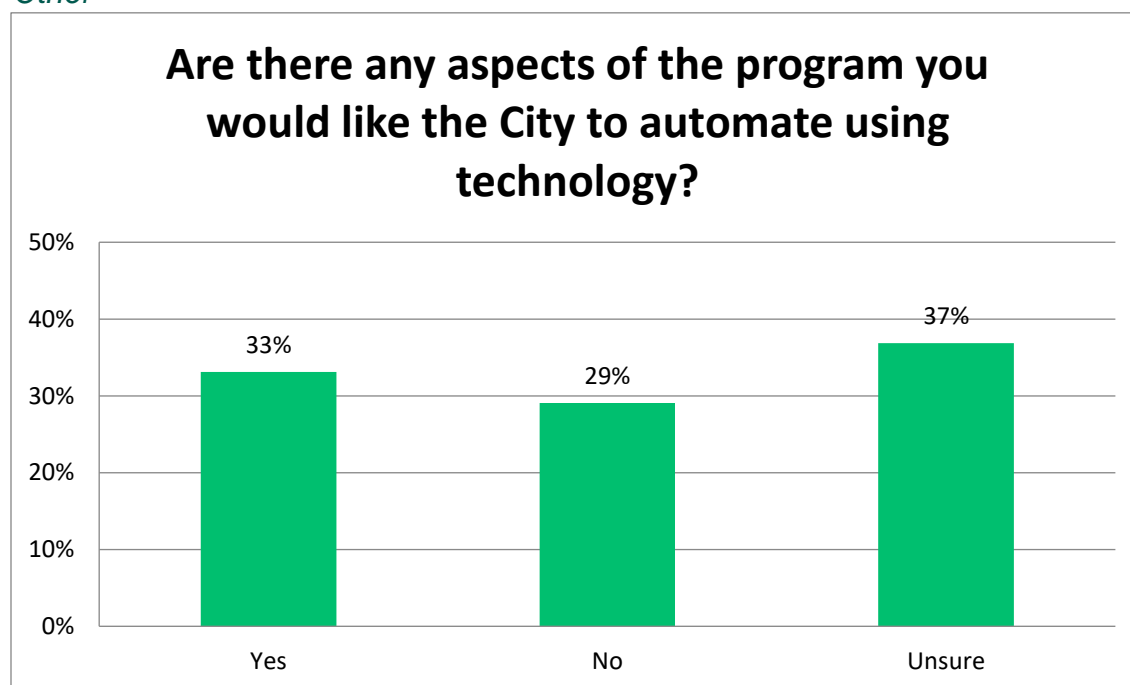
Is current parking enforcement adequate in the Limited RPP zones with enforcement in response to notification from residents?



Are you concerned with non-permit holders moving their vehicles within a zone to avoid enforcement?



Other



Those who would like to see some aspects of the program automated using technology primarily offered the following suggestions:

- Online permit purchases and renewals; and
- Automated permit recognition.

2.2 Open Houses

There were five open houses held in or nearby current RPP zones in June 2019. The purpose of these open houses was to inform residents living in or near RPP zones about the program and the review, and to solicit input on issues with the current program. Participants provided their input verbally to the project team members who took notes, and by leaving their own notes on a provided display boards for comments.

2.2.1 Intended Audience

The stakeholder groups included the following:

- Residents in and around Residential Parking Program zones.

2.2.2 What We Heard

Common themes from the input received are listed below.

Zone Establishment and Modification

- RPP zones do not adequately fix the parking issues caused by parking generators;
 - Parking generators should have greater responsibility for providing clients and employees with adequate, affordable parking;

- Residential areas effectively become “parking lots” for parking generators;
- Block by block designations rather than strategically designating a larger area simply pushes the problem to the next block;
- The designation process is too infrequent and inflexible to mitigate parking issues stemming from transient sources (e.g., construction);
- A parking permit does not guarantee a spot near a permit holder’s home;
- Better communication from the City during the petition/designation process is needed to increase awareness of the process and increase understanding of the implications;
- President Murray Park is a good example of how the City could consider non-residential block faces during the designation process;
- The petition process can be a challenge, especially in areas with a high proportion of renters;
- It is a difficult process to remove a zone that is no longer needed; and
- Residents of multi-unit buildings with 5 or more units are not consulted or communicated with during the designation process.

Eligibility of Permits

- Small businesses and other organizations (e.g., non-profits) near parking generators have similar parking issues as local residents;
- Visitors and contractors can have difficulty finding parking;
- Permits should be transferable between vehicles; and
- Off-street parking for those in multi-unit buildings is often expensive and insufficient for accommodating the vehicles of all residents (or their visitors), so current eligibility for multi-unit buildings is not adequately helping these residents.

Permit Cost

- Some were frustrated that they are tax payers but are expected to also pay to park on-street;
- Many people felt the current fees were fair; and
- Some felt parking within the zones should be free for residents and those coming into the zone to park should be the ones who pay.

Scheduling of Restrictions

- Some areas (e.g., near hospitals) would benefit from restrictions on evenings and weekends;
- Some areas (e.g., near schools) do not need restrictions during the summer months; and
- Some felt restrictions should be 24/7;
- Some people felt the restrictions were adequate at present; and
- A few people suggested reducing the restrictions or eliminating the program.

Enforcement

- Need better enforcement on parking generally (e.g., distance to the curb, distance from alleyways, etc.);
- Some people move their vehicles within the zone throughout the day to evade enforcement;
- More enforcement is needed in areas directly outside the RPP zones; and

- Some feel that there are people abusing the system by selling their permits to others for a profit.

Other

- Some confusion over elements of the program, such as the petition process or scheduling of restrictions;
- Parking congestion in RPP zones can create other issues (e.g., safety issues for pedestrians and cyclists, curbside waste pickup, traffic congestion from those looking for spots, etc.);
- Better transit and active transportation routes would alleviate the need for parking at parking generators;
- People commute within a zone to save walking the extra blocks, which causes worse day-long parking congestion the closer one gets to the parking generators;
- Revenue collected through permit fees and fines should be directed to the RPP program in that zone; and
- The City should have the authority to make common sense decisions and exemptions rather than strictly follow policy.