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Date	October 24, 2023
To	Council – November 1, 2023
From	Andy Grozelle, CAO Josh Brick, Director of Corporate Legislative Services
Report No.	CAO 70-23
Report Title	Parking and Traffic By-Law Update

Recommendation

That Report CAO 70-23, respecting Parking and Traffic By-Law Update, be received as information; and

That Council direct the Parking and Traffic By-Law be finalized and presented for adoption.

Executive Summary

This report finalizes updates to the Town's Traffic and Parking By-law. Town staff are recommending modest updates to modernize the By-Law, address specific areas of concern, and increase set fines.

Background

The review and update of the Town's Traffic and Parking By-law has been an ongoing project since 2022. An annotated version of the proposed revisions is attached to this report for reference purposes. Many of the proposed changes relate to modernization of the By-Law to meet new definitions of the Highway Traffic Act, R.S.O. 1990, c. H.8. This relates to changes in how off-road vehicles or ATV's are defined in legislation but also

considers the increasing prevalence of electric bicycles and scooters, which previously were not considered.

Below briefly summarizes the other considerations/proposed changes considered during this review and update process:

1. Recommendation to remove Parking on the North side of Anne Street West from Calvery Road to going west.
2. Pilot project to allow Parking on the South side of Anne Street West overnight between November 15th – April 15th to address parking concerns in that area.
3. Provision to allow the parking of boat trailers, or mobile homes upon residential or commercial zones for up to 48 hours between the months of April 15th – November 15th (no parking overnight provisions provide limitations in remainder of the year).
4. Introduction of Parking restrictions upon the Bodkin Ave, Rebecca Drive, and Progress Drive.
5. Parking concerns around East Elgin Highschool were reviewed and discussed with representatives from Thames Valley District School Board. No options for the Town to increase parking in manners that would not adversely impact the residential homes in the area were identified. This relates mainly to considerations of safe access and egress from existing driveways which would be impacted with the introduction of angle parking without significant expansion roadway width. Options may exist for the School Board to repurpose part of their lands and develop additional parking capacity however such matters are not the purview of the Town to comment upon. Several tours of the roadways around the school were taken, parking was always available within a block or two of the school in residential neighbourhoods.
6. Staff reviewed the proposed revisions to the By-Law with the Aylmer BIA. Concerns were raised with the introduction of two additional accessible parking spots on the North side of Talbot Street on either side of the pedestrian courtesy crossing adjacent to King Street. These related to concerns around the traffic levels at this location. Staff undertook a preliminary review however did not find that proximity to intersections raises any safety issues for accessible parking spots. Most accessible parking spots are placed near intersections due to the proximity of ramps or lowered curbs. In addition, as accessible parking spots are less frequently utilized, sightlines around the pedestrian courtesy crossing on the north side could benefit.
7. Staff undertook a review of set fines in the area. This review was not particularly helpful given the wide range of fees and lack of fee updates within the last twenty years by some municipalities. Staff have instead recommended adjustment to fees based on the need to recover sufficient revenues for the administration of

ticket issuance. A good example of this is the increase of the fine for parking for over two hours from \$15 to \$30.

Judicial review is required for approval of all set fines. As a result, there is a potential that fines may be increased further by a justice based upon their own opinion or views of what an appropriate fine may be.

Following endorsement of the Traffic and Parking By-Law staff anticipate it could take between two to three months before set fines are approved. Once this occurs staff will consult with the Aylmer BIA and Council upon enforcement approaches. Aylmer, like many municipalities in Ontario, reduced enforcement during the pandemic. Also like many municipalities, we have not fully resumed proactive enforcement levels. It is appropriate to seek Council input and guidance prior to any service level changes.

Conclusion

Staff are recommending that the revisions to the Traffic and Parking By-Law be presented in a final By-Law for Council adoption.

Strategic Priorities

This report supports the goals and objectives set out in [Council's Strategic Pillars](#). The goal it supports include: Pillar Five – Public Service Excellence.

Attachments

Attachment A – Marked Copy of proposed Revisions.

Respectfully,

Andy Grozelle
Chief Administrative Officer