

Parking and People:
Solutions for Nanaimo's
older neighbourhoods

John Dacombe

1950s-1960s NEIGHBOURHOODS

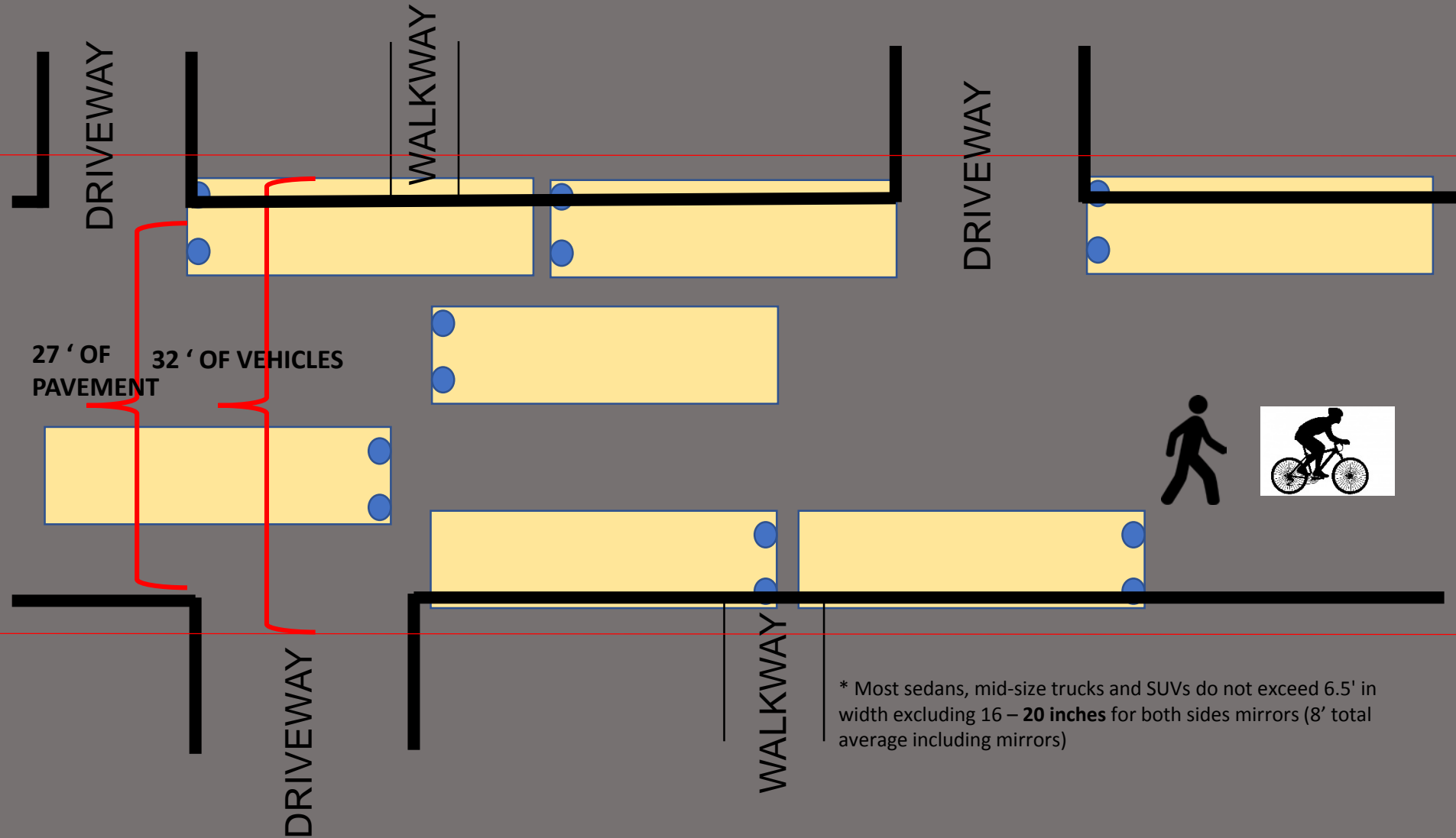
THE CAR WAS KING

- South End, Harewood
- Newcastle, Brechin
- Hospital
- Departure Bay

THE CAR IS STILL KING

- No sidewalks
- No bicycle lanes
- Sometimes curbs
- Sometimes open ditches
- Few limitations on street parking
- BUT large driveways
- 50 KMH speed limit

PROBLEM: STREET DESIGN



PROBLEM: STREET DESIGN



PROBLEM: WEAK BYLAWS

- ALLOWS RESIDENTS TO PARK ON THE STREET FOR 24 HOURS WITHOUT MOVING THE VEHICLE, AND VISITORS FOR 2 OR 4 HOURS.
- PROTECTS DRIVEWAYS FROM BEING BLOCKED BUT DOESN'T PROTECT GATES OR WALKWAYS.
- EXISTING BYLAWS MANDATE A 50 KMH SPEED LIMIT FOR STREETS WHERE PEDESTRIANS AND BICYCLES ARE FORCED INTO THE TRAFFIC FLOW.

PROBLEM: WEAK BYLAWS



PROBLEM: WEAK BYLAWS



PROBLEM: WEAK BYLAWS



PROBLEM: UNENFORCEABLE OR UNENFORCED BYLAWS



SOLUTION: STRENGTHEN BYLAWS

- ON RESIDENTIAL STREETS WITHOUT SIDEWALKS, BAN PARKING IN FRONT OF GATES AND PEDESTRIAN ACCESS POINTS.
- REDUCE THE SPEED LIMIT ON RESIDENTIAL STREETS FROM 50 KMH TO 30 KMH.
- STOP SUBSIDIZING VEHICLE OWNERS WHO USE PUBLIC ROADWAYS AS STORAGE.
- ALL THESE MEASURES INCREASE SAFETY AT LOW OR ZERO COST TO THE CITY OR TAXPAYERS.

SOLUTION: ENFORCE EXISTING BYLAWS

- **Resident Parking Registration**

- Only residents of addresses in signed, Resident Exempt parking areas are able to apply for passes. Non-resident owners do not qualify for Resident Exempt passes. Passes are issued to current residents only. Passes cannot be issued to a business operating from that property or to any employees working there.
- All license plate numbers of the resident will be required (maximum of 5 per property). Proof of vehicle ownership will be required for each license plate (vehicle registration).

- <https://www.nanaimo.ca/transportation-mobility/parking/resident-parking-registration>

- 6. Resident Exempt Passes do not allow on-street vehicle storage. 24 hour parking is in effect.
- 8. Passes are issued to current residents only and cannot be issued to the non-resident property owner, a business operating from that premise or any employees.
- 9. Passes **cannot be issued if the residence has a driveway**, garage or alternative source of parking nearby.

- <https://www.nanaimo.ca/docs/transportation-and-mobility/parking/residentexemptregistrationform.pdf>

SOLUTION: STRENGTHEN ENFORCEMENT

- GIVE BYLAW OFFICERS THE TOOLS THEY NEED TO DO THEIR JOBS.
- GIVE BYLAW OFFICERS WELL-CRAFTED BYLAWS TO ENFORCE.
- ENSURE WE HAVE ENOUGH BYLAW OFFICERS TO ENFORCE BYLAWS.
- ADOPT CANADIAN CITY STANDARDS FOR HOURS OF BYLAW.

END RESULT : SAFER STREETS AND A MASSIVE INCREASE IN REVENUE GENERATION

- 2017: City of Victoria got \$16M from parking fees and fines: 7% of revenues.

<https://www.victoria.ca/assets/Departments/Finance/Documents/Budget%20at%20a%20Glance%202017.pdf>

- 2017: City of Nanaimo got \$1.6M from parking fees and \$133K in parking fines: 0.95% of revenues.

<https://www.nanaimo.ca/docs/your-government/budget-and-finance/2017-annual-financial-statements.pdf>

QUESTIONS?

Strategic Direction and Goals

The major road network represents a critical component of the City's transportation system, as it supports not only automobile traffic, but transit, walking, cycling, and goods movement; it is the skeleton of the overall system. The primary objective of Nanaimo's major road network plan is to provide a strategy for managing the existing road network and to promote the integration of all travel modes into the system, particularly along major roadways where most improvements have traditionally been oriented to moving cars. The overarching strategic direction for major roads is summarized as follows:

STRATEGIC DIRECTION

The Plan should identify investments required in the road network to meet the mobility needs of current and future residents while encouraging a shift from personal auto travel to other more sustainable modes. At the same time, future street investments should aim to create more complete streets that better balance the needs of all road users.

Enhance the mobility of residents and visitors traveling within and throughout the City by maximizing the use of the existing road network before building new facilities, and by supporting initiatives which reduce the need to travel in single occupancy vehicles.

GOALS

- Reduce the environmental impact of vehicle trips
- Make the street network safer and more comfortable for all users
- Manage the road network in an efficient, cost-effective manner
- Ensure the efficient movement of goods and services now and into the future
- Reduce single occupant vehicle trips

The key policies to support this goal are briefly described below.

Undertake spot improvements to improve intersection safety and operations

Spot improvements are typically small scale targeted projects that address specific safety and operational issues at intersections. Based on an analysis of collision records at intersections throughout the City, a number of intersections have been identified as potential candidates for spot safety improvements. These small improvements can often mitigate existing safety issues and extend the life of infrastructure, helping to delay larger, more expensive improvements.

Where intersections are under the jurisdiction of the MoTI, the City would work with the Province. Intersections recommended for safety performance reviews include:

- Bowen Road at Northfield Road
- Bowen Road at Wakesiah Avenue
- Comox Road at Machleary Street
- Island Highway at Northfield Road
- Island Highway at Bowen Road
- Island Highway at Hammond Bay Road
- Island Highway at Rutherford Road
- Island Highway at Turner Road
- Uplands Drive at Rutherford Road
- Wakesiah Avenue at Third Street

Road safety is supported by ICBC through their Road Safety Improvement Program and could be a source of funding for spot safety improvements in Nanaimo. Over the last 5 years, ICBC has contributed over \$450,000 to the City for road safety improvements. It is recommended that the City continue to invest in road safety through its partnership with ICBC.

Nanaimo Transportation Master Plan

POLICIES AND ACTIONS

W1: Focus sidewalk improvements in areas with high pedestrian demand and potential

- W1A: Prioritize expansion of the sidewalk network in areas where there will be the most benefits, where walking levels are high, there is high residential and employment density, existing facilities are poor and future growth is expected.
- W1B: Consider concentrations of vulnerable road users (i.e. children, youth, seniors) when evaluating new pedestrian links.

Develop Quality, Accessible Crossings

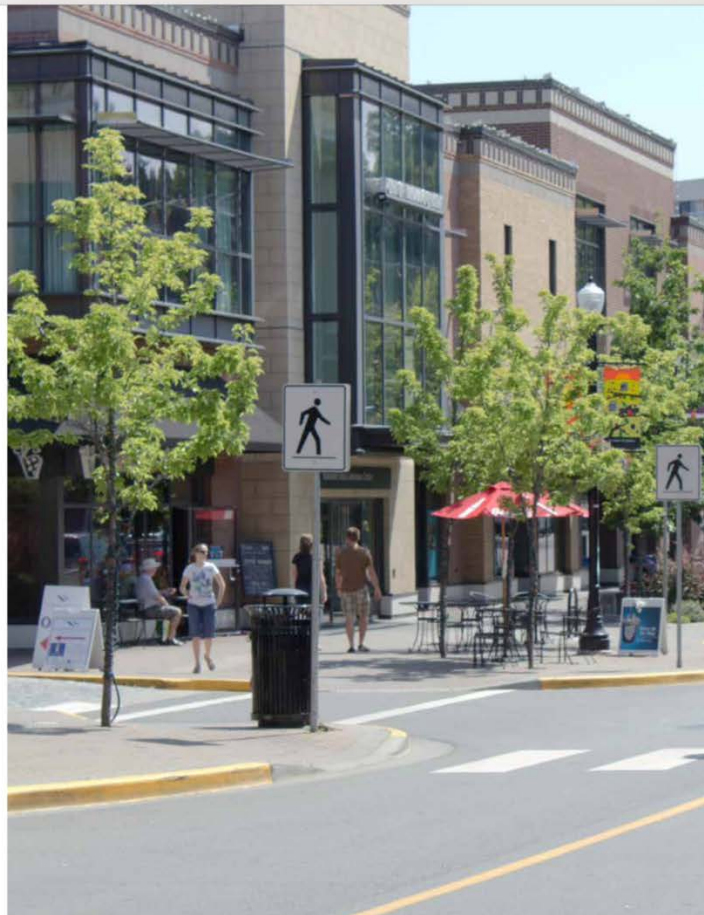
- W2A: Update street design guidelines to increase pedestrian visibility and safety at crossing, including crosswalks by standardizing basic treatments, considering crossing where warranted, two-stage crosswalks/median islands, overhead signage/lighting and pedestrian activated signals).
- W2B: Update street design guidelines to increase pedestrian visibility and safety at intersection by reducing curb return radii, increasing crossing times, installing accessible pedestrian push buttons and pedestrian countdown timers; consider where warranted leading pedestrian intervals, pedestrian scrambles and pedestrian activated signals.
- W2C: Upgrade existing signals, with accessible push buttons and audible signals at locations prioritized in consultation with representatives from the mobility and visually-impaired community.

W3: Ensure Supportive Urban Design Features

- W3A: Provide pedestrian amenities, such as weather cover, within public and private spaces through development processes.
- W3B: Use street trees, landscaping and boulevards to enhance streetscapes and provide a buffer between vehicles and pedestrians.
- W3C: Provide wider sidewalks in high pedestrian activity areas (e.g. retail frontages) to support active uses such as on-street cafes and retail.
- W3D: Provide street lighting in and around key walking destinations to increase pedestrian visibility and security at night; provide pedestrian level lighting along high pedestrian activity areas (e.g. retail frontages).

W4: Support Walking Initiatives

- W4A: Create a dedicated active transportation website, including online mapping that educates residents and visitors on the City's walking/cycling network and facilities.
- W4B: Explore partnership opportunities with other agencies and organizations on initiatives such as road safety campaigns, walking and cycling education programs, and skills building.
- W4C: Continue to support events and initiatives that support walking and street vibrancy. Create a process for managing street use activities.
- W4D: Seek the implementation of wayfinding that is consistent, legible, and user-friendly to support pedestrians as they navigate through Nanaimo.



OTHER CITIES REVENUES FROM PARKING

- TORONTO: \$58M JUST IN PARKING FINES (2017)[pop 2.7m]
- VANCOUVER: \$16M JUST IN PARKING FINES (2016)[pop 630k]
- SURREY: \$1.8M JUST IN PARKING FINES (2017)[pop 525k]
- KAMLOOPS: \$1.9M ALL PARKING REVENUE; \$171K IN PARKING FINES (2017)[pop 92k]
- NELSON: \$1M JUST IN METERED PARKING (2017)[pop 11K]

OTHER CITIES PARKING FINE FEES

- VANCOUVER: \$100 IMMEDIATELY
- CALGARY: \$68 IMMEDIATELY
- MONTREAL: \$62 IMMEDIATELY
- NANAIMO: \$22.50 (\$30 AFTER 14 DAYS)
- VICTORIA: \$20 IMMEDIATELY

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Traffic & Highways Regulation Bylaw

Two Municipal Enforcement Officers work from the local RCMP detachment to patrol and respond to complaints regarding violations of the Traffic And Highways Regulation Bylaw 1993 No. 5000 including truck route regulations, overweight/oversize vehicles, securing of loads on commercial vehicles and other related commercial vehicle violations. These Officers are certified to conduct dangerous goods inspections as they relate to commercial vehicles and work in conjunction with the RCMP, Commercial Vehicle Inspectors, and I.C.B.C.

[See the Traffic And Highways Regulation Bylaw 1993 No. 5000](#)

Report a Traffic Issue

If you want to report a traffic matter, please contact us between 8:00am and 4:30pm weekdays at:

Bylaw, Regulation and Security Division

[250-755-4422](tel:250-755-4422)

[250-755-4432](tel:250-755-4432) (Fax)

bylaw.info@nanaimo.ca

Last updated: June 9, 2017

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Committees

Elections

**Departments
& Contacts**

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Information

The City of Nanaimo Bylaw, Regulation and Security Division provide the citizens of Nanaimo with a variety of services related to regulatory matters. Complaints are dealt with primarily on a reactive, complaint-driven basis.

Complainants contacting the Bylaw, Regulation and Security Division must provide their name, address and telephone before an investigation can be conducted. Complainant's names are kept confidential pursuant to the *Freedom of Information Act*. Attempts are made to gain compliance with municipal bylaw regulations before undertaking enforcement actions such as issuing Bylaw tickets or seeking Council action or legal solutions.

For more information on particular bylaws:

- [Bylaw Tickets](#)
- [Noise](#)
- [Unsightly Property](#)
- [Traffic and Highways](#)
- [Signs](#)
- [Nuisance Property](#)

To search all Municipal Bylaws, use the [Bylaw Search](#).

Hours

Hours: 8:00am and 4:30pm weekdays

Contacts

Bylaw, Regulation and Security Division

[250-755-4422](tel:250-755-4422)

[250-755-4432](tel:250-755-4432) (Fax)

bylaw.info@nanaimo.ca

[Stations](#)[Snow and Ice Control](#)[Transportation Master Plan](#)[How to Use Roundabouts](#)[Neighbourhood Transportation](#)[Cycling](#)[Nanaimo Transit](#)

- vehicle registration - required,
- utility bill,
- current driver's licence or
- other official documentation showing the resident's name and address.

All license plate numbers of the resident will be required (maximum of 5 per property). Proof of vehicle ownership will be required for each license plate (vehicle registration).

Residents in Resident Exempt parking areas that have a driveway or lot available may not qualify for Resident Exempt parking

- [Resident Exempt Registration Form](#) (PDF)

Contact Us

Parking Services

Community Policing and Services Office
18 Victoria Crescent, Nanaimo, V9R 5B8

[250-755-4468](tel:250-755-4468)

[250-753-6758](tel:250-753-6758) (Fax)

Monday through Friday, 8:15 am to 4:15 pm

parkingpasses@nanaimo.ca

Last updated: May 16, 2018

**Resident
Parking
Registration**

Pay Parking Ticket

Dispute Parking
TicketCommercial
Vehicle Decals

Road Closures

Road
Maintenance

Truck Routes

Electric Vehicle
Charging
StationsSnow and Ice
ControlTransportation
Master PlanHow to Use
RoundaboutsNeighbourhood
Transportation

Cycling

Nanaimo
Transit**Resident Parking Registration**

Resident Parking Registration

Only residents of addresses in signed, Resident Exempt parking areas are able to apply for passes. Non-resident owners do not qualify for Resident Exempt passes. Passes are issued to current residents only. Passes cannot be issued to a business operating from that property or to any employees working there.

Residents must present 2 pieces of current ID showing their name and the address in the exempt area. These pieces of ID may include:

- vehicle registration - required,
- utility bill,
- current driver's licence or
- other official documentation showing the resident's name and address.

All license plate numbers of the resident will be required (maximum of 5 per property). Proof of vehicle ownership will be required for each license plate (vehicle registration).

Residents in Resident Exempt parking areas that have a driveway or lot available may not qualify for Resident Exempt parking

- [Resident Exempt Registration Form](#) (PDF)

Contact Us

Parking Services

CITY OF NANAIMO
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
for the year ended December 31, 2017

NOTE 15 - TAXATION AND PAYMENTS IN LIEU

| | <u>Municipal</u> | <u>Other</u> | <u>2017 Total</u> | <u>2016 Total</u> |
|---|-----------------------|----------------------|-----------------------|-----------------------|
| Property Taxes | \$ 95,952,570 | \$ 60,836,867 | \$ 156,789,437 | \$ 151,991,685 |
| Local Improvements Frontage Fees | - | - | - | 2,119 |
| Business Improvement Area Levies | 40,774 | - | 40,774 | 231,923 |
| Vancouver Island Regional Library | 4,332,949 | - | 4,332,949 | 4,108,327 |
| Taxes in Lieu of Licenses | 1,446,334 | - | 1,446,334 | 1,423,278 |
| Payments in Lieu of Taxes | 1,858,365 | 537,974 | 2,396,339 | 1,946,586 |
| | <u>\$ 103,630,992</u> | <u>\$ 61,374,841</u> | <u>\$ 165,005,833</u> | <u>\$ 159,703,918</u> |
| | | | <u>2017</u> | <u>2016</u> |
| Less Collections for Other Governments: | | | | |
| Province of British Columbia (School Tax) | | \$ 38,054,892 | \$ 38,128,393 | |
| Regional District of Nanaimo | | 18,450,297 | 17,334,012 | |
| Nanaimo Regional Hospital District | | 3,892,423 | 3,742,866 | |
| Other Agencies | | 977,229 | 1,033,281 | |
| | | <u>61,374,841</u> | <u>60,238,552</u> | |
| Taxation and Payments in Lieu | | | <u>\$ 103,630,992</u> | <u>\$ 99,465,366</u> |

NOTE 16 - USER FEES AND SALES OF SERVICES

| | <u>2017</u> | <u>2016</u> |
|-----------------------------------|----------------------|----------------------|
| Waterworks | \$ 18,098,377 | \$ 16,558,860 |
| Recreation Programs | 6,639,352 | 6,664,001 |
| Sewer System | 7,085,084 | 6,291,738 |
| Garbage Collection | 4,395,988 | 3,776,182 |
| Vancouver Island Regional Library | - | 2,043,538 |
| Public Works | 650,528 | 722,937 |
| Parking | 1,590,319 | 1,454,039 |
| Other | 308,956 | 625,778 |
| Community Safety | - | 211,219 |
| | <u>\$ 39,794,704</u> | <u>\$ 38,348,292</u> |

CITY OF NANAIMO
NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS
for the year ended December 31, 2017

NOTE 17 - TRANSFERS FROM OTHER GOVERNMENTS



y Hall

Bylaw Services

Parking Regulations

Parking Regulations

According to the City's Traffic Bylaw 94-39, certain parking restrictions are in effect whether or not "No Parking", "No Stopping", or other signs are in place. Except to avoid a collision, to obey a traffic control device or to obey the directions of a traffic control person, a motorist must not stop, park or stand:

- Within **1.5 meters** either side of a driveway, walkway, or cycle path;
Within **2 meters** to a lane access;
- Within **5 meters** of a fire hydrant;
- Within **6 meters** of the approach to a stop sign or traffic signal;
- Within **6 meters** of an intersecting roadway;
- Within **15 meters** of the nearest rail of a railway crossing;
- Within **6 meters** of the approach to or **6 meters** beyond a crosswalk; or
- In a position which leaves less than **3 meters** of travelled road width or unduly restricts the flow of traffic.

It is not practical or desirable to install signs indicating parking regulations in every case. Signs are only installed where the Engineering Department has determined that it is necessary to extend the "No Parking" or "No Stopping" zones, or in exceptional circumstances where the situation may not be obvious to motorists.

Ultimately, the responsibility on deciding whether it is safe to park lies with the driver.

[Click here to see our Parking Fact Sheet \[PDF - 586 KB\]](#) which will help explain where vehicles can legally park and what the City can do to help when vehicles are affecting access to your property.

"TRAFFIC AND HIGHWAYS REGULATION BYLAW 1993 NO. 5000"

Consolidated Version

2016-AUG-08

Includes amendments: 5000.001, .002, .003, .004, .005, .006, .007, .008, .009, .010, .011, .012, .013, 014, .016, .017, .018, .020, .021, .022, .023, .024, .025, .026, .027, .028, .029, .030, .031, .032, 034, .035, .036, .037, .038, .039, .041, .042, .043, 045





