

Staff Report for Decision

DATE OF MEETING JULY 21, 2025

AUTHORED BY SADIE ROBINSON, TRANSPORTATION PLANNING SPECIALIST

SUBJECT TRAFFIC AND HIGHWAYS BYLAW AMENDMENT BYLAW 2025 NO. 5000.049

OVERVIEW

Purpose of Report

Proposed amendments to the "Traffic and Highways Regulation Bylaw 1993 No. 5000" to provide clarity regarding accessible parking in City off-street parking facilities. |

Recommendation

That:

1. "Traffic and Highways Regulation Amendment Bylaw 2025 No. 5000.049" (a bylaw to remove the reference to exemptions for accessible parking in city off-street parking facilities) pass first reading;
2. "Traffic and Highways Regulation Amendment Bylaw 2025 No. 5000.049" pass second reading; and
3. "Traffic and Highways Regulation Amendment Bylaw 2025 No. 5000.049" pass third reading.

BACKGROUND

The proposed amendments respond to ongoing questions regarding payment requirements for vehicles displaying valid disabled parking placards in City-operated off-street parking facilities. While the current *Traffic and Highways Regulation Bylaw No. 5000* provides exemptions from time restrictions, it does not clearly state whether these exemptions extend to payment—particularly for long-term or monthly permits. This ambiguity has resulted in inconsistent understanding among users and has posed challenges in enforcement and administration.

At the 2025-FEB-03 In Camera Council meeting, Council directed Staff to prepare amendments to clarify this issue. Subsequently, at the 2025-MAR-12 meeting of the Advisory Committee on Accessibility and Inclusion, Staff provided a verbal update indicating that updates to the bylaw would remove unclear language related to accessible parking in parkades. The Committee was also advised that signage would be introduced to better communicate accessible parking options to the public.

The intent of the proposed *Traffic and Highways Amendment Bylaw 2025 No. 5000.049* is to remove ambiguous language regarding accessible parking, ensuring consistency with both current operational practices and future parking management strategies.]

DISCUSSION

Section 8 of the *Traffic and Highways Regulation Bylaw No. 5000* exempts vehicles displaying a valid disabled parking placard from penalties under certain provisions—specifically related to time limits and metered payment requirements. However, the bylaw does not clearly indicate whether the exemption applies to payment itself or only to enforcement actions such as ticketing.

This lack of clarity has led to two main interpretations:

- That placard holders are still required to pay for parking, even if enforcement is limited.
- That the inability to enforce payment effectively exempts placard holders from the requirement to pay, particularly in off-street facilities.

The confusion is compounded by inconsistencies among various sections of the bylaw. For example:

- Section 4(29) prohibits exceeding posted time limits in off-street facilities.
- Section 5(2) requires payment at metered spaces.
- Section 6(3) provides exemptions for certain government and emergency vehicles—but not for those displaying disabled placards.
- Section 8 appears to override these provisions without explicitly defining the scope of the exemption.

To address ongoing confusion, *Traffic and Highways Regulation Amendment Bylaw 2025 No. 5000.049* proposes to remove ambiguous language without introducing new policy directions. Accessible parking in parkades will be regulated operationally through Traffic Control Devices (TCDs), such as signage and pay stations, which are enforceable by municipal bylaw officers. Under Section 47 of *Traffic and Highways Regulation Bylaw 1993 No. 5000*, the General Manager of Engineering and Public Works is authorized to issue Traffic and Highway Orders to implement these devices.

As previously communicated to the Advisory Committee on Accessibility and Inclusion, the bylaw amendment will remove unclear provisions related to accessible parking, with new rules to be clearly communicated through signage.

Separately, Staff are considering an operational measure to allow individuals with disabilities up to four hours of free parking in parkades. This approach is intended to be both reasonable and generous, providing sufficient time for common activities such as attending a performance at the Port Theatre or completing multiple errands. After four hours, standard payment would apply.

This potential grace period is not included in the bylaw amendment and would be implemented through a TCD.

The long-standing intent—that long-term parking (e.g., monthly passes) remains subject to standard fees—will be retained. This supports demand management in high-use facilities and ensures equity and sustainability in the use of public parking infrastructure.

“Traffic and Highways Regulation Bylaw Amendment Bylaw 2025 No. 5000.049” is attached for Council’s consideration of three readings. |

OPTIONS

That:

1. *“Traffic and Highways Regulation Amendment Bylaw 2025 No. 5000.049”* (a bylaw to remove exemptions for accessible parking in city off-street parking facilities) pass first reading;
2. *“Traffic and Highways Regulation Amendment Bylaw 2025 No. 5000.049”* pass second reading; and
3. *“Traffic and Highways Regulation Amendment Bylaw 2025 No. 5000.049”* pass third reading.

The advantages of this option:

The proposed amendments maintain accessible short-term parking for individuals with disabilities, including a potential four-hour grace period in parkades to support equitable access. They ensure consistency and clarity by removing ambiguous language from the bylaw without altering its original policy intent. Parking requirements will be operationalized using enforceable Traffic Control Devices, which are implemented via legal orders issued by designated professionals. By retaining payment requirements for long-term and monthly parking, the amendments also promote turnover in high-demand facilities, supporting effective parking management.

Disadvantages of this option:

A potential disadvantage of this option is that some disabled motorists—particularly those who may have previously received unlimited parking without charge due to ambiguity in the bylaw—may view the clarification and continued requirement for payment as a reduction in access or a change in practice. This could lead to concerns or objections from individuals who believed they were exempt from payment for long-term or monthly parking.

Financial Implications:

Demand for monthly parking is increasing, with several off-street facilities operating at or near full capacity. The annual fee for a monthly parking permit is \$1,540 per vehicle. Over the next five years, capital expenditures for parkade maintenance and infrastructure improvements are projected to total \$4.5 million.

2. That Council provide alternate direction. |

SUMMARY POINTS

- The proposed amendments clarify payment requirements for disabled parking placard holders in City off-street facilities.
- Council directed Staff to prepare these changes and improve signage for accessible parking.
- The changes maintain accessible short-term parking while requiring payment for long-term and monthly permits.

ATTACHMENTS:

Attachment A – Traffic and Highways Regulation Amendment Bylaw 2025 No. 5000.049 |

Submitted by:

Jamie Rose
Manager, Transportation |

Concurrence by:

Dave LaBerge
Director, Public Safety

Poul Rosen
Director, Engineering

Bill Sims
General Manager, Engineering & Public
Works