



Setting Fines for Parking in Bicycle Lanes

Recommended Bylaw Amendments and
Next Steps

Agenda

- Background
- Traffic By-law
- Administrative Penalty By-law
- Next Steps
 - Communications Plan
 - Enforcement Plan

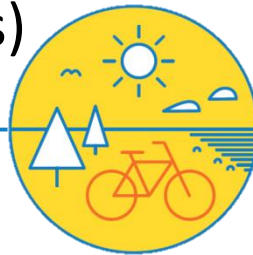


Background



Traffic By-law

- Describes the purpose of designated bicycle lanes
- Includes provisions that prohibit drivers of vehicles from stopping in bicycle lanes
- Amendments recommended:
 - Add a formal definition of bicycle lanes
 - Add reference to parking in addition to stopping in bicycle lanes
 - Add additional exemptions for clarity (ie maintenance vehicles performing maintenance activities, taxicabs unloading passengers)



Traffic By-law

- Definition of Bicycle Lane
- Region of Peel, City of Brampton and Town of Caledon have largely consistent definitions in their respective by-laws
- Proposed definition is based on theirs:
“Bicycle Lane” means a portion of the roadway designated for unidirectional bicycle traffic only and denoted by authorized signs and pavement markings.



Traffic By-law

BICYCLE LANES

31. (1) The highways set out in Column 1 of Schedule 34 to this By-law, having been divided into clearly marked lanes for traffic between the limits set out in Column 2 of the said Schedule, the said lanes indicated in Column 2 of the said Schedule and subject to the provisions of subsection (2) hereof are hereby reserved for the use of bicycles and e-scooters. (0036-2021)
- (2) Where a lane of the highway has been designated for the use of bicycles and e-scooters only, no person shall: (0036-2021)
- (a) drive a vehicle other than a bicycle and e-scooter; or (0036-2021)
 - (b) stop a vehicle other than a public transit motor vehicle.

Add "Parking" and "Standing"

Add additional exemptions



Administrative Penalty By-law

- No established penalty for parking, stopping or standing in a bicycle lane
- Staff reviewed penalties in neighbouring municipalities



Administrative Penalty By-law

Municipality	Set Penalty for Parking in Bicycle Lane
Toronto	\$150
Oakville	\$50
Vaughan	\$50
Burlington	\$46
Brampton	\$35
Hamilton	\$33

The average penalty across 15 municipalities is \$44.87; excluding Toronto, which has the highest penalty by a significant margin, the average penalty is \$37.36.



Administrative Penalty By-law

- Recommended Amendments:
 - Penalty for parking, stopping or standing in a bicycle lane be set at \$50
- N&T requested staff to review whether a higher penalty could be set in a Community Safety Zone / near schools
 - HTA does not allow for this; only speeding or other traffic-related offenses, not parking
 - Multiple penalties not recommended at this time



Next Steps

- Corporate Report to Amend By-laws in late February / early March 2022
- Communications Plan
- Enforcement Plan



Communications Plan

- Develop overall Comms plan to inform residents of the new penalties
- Focused on social media and City webpage, 311 KBs, etc
- Aim to launch Spring 2022



Enforcement Plan

- Develop SOP and training materials for Enforcement staff (2-3 months to complete)
- Key issues:
 - How to identify a bicycle lane (as compared to “edge lines” for traffic calming, etc)
 - Ongoing resourcing
 - Coordinating enforcement with other high priority enforcement needs



Proactive Enforcement

- In addition to the Comms and Enforcement Plans, recommend to conduct proactive enforcement in areas that have been identified by residents and Council leading up to this report
 - Confederation Parkway in the downtown
 - Tenth Line West





Questions?