

CIVIC AFFAIRS

An independent fact-finding organization reporting to the public on civic affairs.

January 20, 1956

LET'S CONTROL PARKING ON TORONTO STREETS

Fellow Citizens:

The major purpose of municipal parking regulations is to ensure both freedom of traffic movement on the streets and the safety of the lives and property of those using the streets.

To any resident of greater Toronto who is reasonably observant, it is obvious that a sizable number of parking infractions are an habitual daily occurrence. Such breaches of the law certainly contribute both to traffic congestion and to street accidents. The existing body of parking regulations may fall short of many people's conception of the ideal frame-work of control. But even those who are strongly critical of certain of the parking provisions must agree that more complete observance of their terms would contribute to the safety of lives and property and at the same time to easier movement of traffic along the streets.

As a practical way of illustrating the extent of recurring infractions, the research staff of the Bureau undertook two simple checks on the observance of street parking regulations within the City of Toronto, one covering overnight and the other daytime parking. Both were conducted in mid-week when the weather was clear and the streets were entirely free of snow or ice.

For its overnight parking survey, the Bureau selected a street in the annex district suggested by a Bureau member. For the daytime survey, the location chosen was the complete city block surrounding the Bureau's own offices. Both selections were regarded as sufficiently representative to demonstrate the nature of the existing situation.

Overnight Parking

The check on overnight parking was conducted on Madison Avenue from Bloor Street to Dupont, a distance of three blocks. In these blocks parking is permitted on the east side of the street only. The privilege is not unlimited, however, as the city's overnight regulation provides that, where parking is not more stringently regulated, no motor vehicle may park longer than three hours between the hours of twelve midnight and seven in the morning. In the Bureau's survey, the license numbers of all motor vehicles parked on the street at midnight were noted and compared with licenses of vehicles found on the same street at seven in the morning. It was regarded as a reasonable presumption that a car seen occupying the same position on the street at the two designated hours had remained there for the whole interval and had therefore contravened the ban on overnight parking.

of comparison of license numbers revealed that no less than a vehicles had apparently been parked overnight. Home of times

beviese of making its morning check, the Bress also observed in infractions of other corts. The automobile was parked within the a hydrant, while three cars on boulevaids or in driveways with a part of the sidewalk.

Printer

of the daytime parking survey, the Bureau staff began at 1.30 a.m. If street, covering both sides of the block from lassella to the survey was repeated hourly up to and including 5.30 p.m. with neutrinutes spent on the block during each round. The other three the that block were checked in the same way. Charles Street from the Yonge Direct was rovered hourly from 7.45 a.m. to 5.65 p.m. when hetween Charles and Isabella from 8.00 a.m. to 5.00 p.m.

is four selected streets, it should be noted, supply a fairly is sariety of traffic conditions and types of parking control:

iffeet is a secondary main thereweehere and a rush-hour route.

It has step on the west side of the block. Between 7.90 s.s. and
has a stopping is permitted on the west side except by the bises

History on the east side. Between 1.30 p.m. and 5.00 p.m. the

Micha are reversed. During the day, between these two ceriods,

the poth sides is limited to one-hour by means of street signs.

sitest is a one-way thoroughters for westooned traitio with parts of tead at specified hours on the north side only. Dering the some third the street serves as a feeder from the Mount of the street, no parking is allowed on either side.

If the teath and 6.00 p.m. parking setters establish a one-hour limit and of the atreet.

inst in the selected area carries a no parking provision on both in the selection of the day, there is no public ironsportation is surface atract. Between 7.30 a.m. and 9.30 a.m. no stopping is to the west side. Between 1.30 p.m. and 6.00 p.m. this probibit.

the answer at the darking dolder to Jeorga year-see as the attract is

The street Farking is available for the whole area in a series of wheel for the city Parking Authority over the adway right-of-ways the the durway, the located between Charles and Isshella is of the durway, the lot located between the filled to especial.

he following table sets out the results of the daytime survey.

That in a single day the Bureau found lby vehicles which were
the limitations on parking or stooping in authorized areas and
tent vehicles committing other street parking effectes, in and
acted thirty-three further vehicles blocking the sidewalk and
thirty-three further vehicles hereight the figures speak for

HOURLY CHECK ON PARKING - COVERING COMPLETE CITY BLOCK 7.30 A.M. to 6.00 P.M.

	Charles Street		Church Street		Isabella Street		Yonge Street		
Street Parking Cffences	North Side	South Side	East Side	West Side	North Side	South Side	East Side	West Side	Totals
Metered Parking Violation	19								19
Exceeding Hr. Limit			6	4		33			43
No Parking	30	2			1	4	22	18	77
No Stopping	_	1020	1	2	-	_	1	_	_4
Sub Total	49	2	7	6	1	37	23	18	143
Less than 10' from Hydrant Less than 30' from Intersection		1				1	3		5
Less than 50' from Intersection			4			5			9
Blocking Driveway	1								1
Over 6" from Curb	1		2	1		4	2	6	16
Partly on Sidewalk					1	2(1)			3
Double Parked	1	-	-		-	_	-	_	_1
Sub Total	_3	1	6	1	1	12	8	6	_38(2)
GRAND TOTALS	52	3	13	7	2	49	31	24	181(3)

- (1) One of these two vehicles was at the same time blocking the roadway constituting a second infraction which has not been tabulated separately.
- (2) If properly placed on the street, 16 of these vehicles would have been guilty of second offences:

Exceeding Hour Limit - 3 No Parking - 12 No Stopping - 1

(3) The Bureau also observed 33 instances of vehicles protuding on the sidewalk from driveways or boulevards and 2 cars travelling the wrong way on one-way streets. HOURLY CHECK ON PARKING - COVERING COMPLETE CITY BLOCK

				.H.9.	00,00	. 00.5	-		
	Yonge		Isabella		Church Street		Charles Street		
	eet_ West	East	South	North	West	East	South	North Side	of Parking
		8146	Stoe	- 517ge	9010	Side			
									gniting
								6.1	
15									timit . Hr. Limit
					4				
								30	
23	81								
					2	1			
1						2		49	Sub Total
143	18								
									mort '01 am
			1						side 30' from
									eront for artis
1,1									
			4					1	druD son "h
			2(1)	1					
					-				
						<u>a_</u>		<u>S_</u>	
					•			62	WAND TOTALS
181(3)		18		2					

Of these two vehicles was at the same time blocking the roadway constituting a second infraction which has not been tabulated separately.

(3) If property placed on the street, 16 of these vehicles would have been in guilty of second offences:

Exceeding Nour Limit - 3

No Parking - 12

(1) The Bureau also observed 33 instances of vehicles protuding on the sidewalk from drivoways or boulevards and 2 cars travelling the grong way on one-way atrects.

In tabulating these results, great care was taken to avoid any duplication that might prove misleading. Specifically, where vehicles were stopped too close to a hydrant or an intersection, too far from the curb or the like, they were listed under this special offence only. Yet, in a total of sixteen out of the thirty-eight such cases, the vehicles also remained longer than the law would have allowed if they had been properly placed within the area where controlled parking or stopping was permitted. In another case a vehicle was clearly chargeable for two offences at the same time. It was a large truck which was parked at right offences at the same time. It was a large truck which was parked at right angles blocking the entire sidewalk and part of the travelled portion of the road. None of these vehicles was listed twice. In other words, the Bureau survey desclosed a total of 181 actual offenders.

More Startling Facts

Conclusive as the tabular presentation is of the extent of parking infractions, it does not tell the whole story. The following are further notes developed from the survey:

In those areas where the maximum for daytime parking is one hour, a total of thirty-three vehicles were parked for more than two hours. Of this number, no less than sixteen remained during an interval of more than seven hours!

On Isabella Street, an automobile parked too close to the Church Street intersection was actually there more than two hours. Another car was left directly in front of a hydrant for better than six hours!

On Yonge Street, where no parking is allowed, one automobile was parked for over an hour, while a plumber's truck remained standing in front of a store for more than two hours!

On the east side of Church Street, two cars not only out-stayed the one-hour parking limit but continued on the street after 4.30 p.m. when the no stopping regulation became effective. One was p.m. when the no stopping regulation became effective. One was noted first at 3.30 p.m. and had not left by 4.45 p.m. The other was first observed at 2.30 p.m. and was still on hand when the last check was made at 5.30. A parking ticket was boldly displayed on check was made at 5.30. A parking ticket was boldly displayed on the windshield of the latter vehicle. Upon examination, however, it proved to be a ticket issued earlier the same day by the police of Forest Hill Village.

Police were in evidence a number of times during the day and doubtless had the effect of discouraging some infractions, particularly on Yonge Street. Nevertheless, not one vehicle was found tagged by the Toronto police in the block under survey!

General Observations on the Street Parking Problem

It is axiomatic that disregard of any single by-law will breed disrespect for the whole body of law. If for no other reason, the citizens of greater Toronto have, in the Bureau's opinion, a continuing responsibility to obey the parking regulations imposed by the municipalities in the metropolitan area. In tabulating these results, great care was taken to avoid any stopped too close to a hydrant or an intersection, where vehicles in the like, they were listed ander this special offence only. Yet retail of sixteen out of the thirty-eight such cases, the vehicles remained longer than the law would have allowed if they had been ited. In another case a vehicle was clearly castesping was at the same time. It was a large truck which was parked for two blocking the antire sidewalk and part of the travelled portion of allowing the antire sidewalk and part of the travelled portion of an another case vehicles was large truck which was parked at right and of the servey desclosed a total of 181 actual of the travelled portion of an another words of 181 actual offenders.

martling Facts

conclusive as the tabular presentation is of the extent of parking and it does not tell the whole story. The following are further attentioned from the survey:

out, a total of thirty-three vehicles were parked for note than two out.

Of this number, no less than sixteen remained during an movel of more than account of the country of the seven hours!

derend of several of several parked too close to the Church that intersection was actually there more than two hours, Another ress left directly in front of a hydrant for better than six

On Younge Street, where no parking is allowed, one automobile was wind for over an bour, while a plumber's truck remained standing front of a store for more than two hours;

on the east side of Church Street, two cars not only mut-slayed anne-hour parking limit but continued on the street efter 0,30 was the no stopping regulation become effective. One was the first at 3.30 p.m. and had not left by b.45 p.m. The other will not observed at 2.30 p.m., and was still on hand when the last one was made at 5.30. A parking ticket was boldly displayed on a mindahiald of the latter vehicle. Upon examination, however, proved to be a ticket issued earlier the same day by the pelice proved to be a ticket issued earlier the same day by the pelice forest Hill Villege.

Police were in syldenes a number of times during the day and obsides had the affect of discouraging some infractions, partilight on Yonge Street. Nevertheless, not one vehicle was found tiged by the Toronto police in the block under servey,

baervations on the Street Parking Problem

it is exiomatic that disregard of any single by-law will breed dismior the whole body of law, If for ne other reason, the citizens her Toronto have, in the Bursau's opinion, a continuing responsitio chey the parking regulations imposed by the municipalities in sureboliton area. While the technique is scarcely a commendable one, an individual may decide to enter a dramatic protest by deliberately contravening a parking regulation which he regards as unreasonable. If the results of the Bureau's recent survey are at all representative, however, parking infractions are much too prevalent to be written off on such a basis. In other words, whether or not the regulations are completely reasonable, the situation calls for action to obtain a much greater degree of compliance from our motorists.

In their attitudes to parking and similar regulations, a great many people tend to follow the crowd. For example, in some large cities on this continent the person who jay-walks is immediately conspicuous because the practice has been so successfully discouraged. He does not need to have a policeman tell him that his conduct is out of line. In this instance, of course, the good sense of the regulation may have an important bearing on the extent to which voluntary observance by the great majority of the public can be secured. But our contention is that the rules for street parking can be made equally reasonable and effective. One step towards that objective might be to reconsider the existing outright ban on overnight parking.

The parking situation on Isabella Street offers another good illustration. It is far from the only street in the city where one hour parking is the law but all day parking is the practice. Since an occasional ticketing blitz apparently does little to discourage the all-day parker, it would perhaps be more realistic to authorize all day parking on a number of such streets, and greatly step up enforcement on the remainder.

From the Bureau's observations, even without adequate enforcement parking meters secured greater automatic compliance of the designated parking limit than parking signs, thereby freeing space for use by more vehicles. Between 9.45 a.m. and 5.45 p.m., the hourly checks along Charles Street indicated that at least sixty-nine different vehicles were accommodated within seventeen meter spaces, or more than four cars per space. Actually, out of the nineteen parking meter infractions, eleven were by short-term parkers who failed to put any money in the meters. By comparison, on the south side of Isabella Street where there is room for about twenty-nine automobiles at one time the corresponding checks throughout the day produced a total of only fifty different vehicles, or less than two cars per space. The contrast suggests that, where a one-hour parking limitation is desirable, consideration should be given to a more widespread use of parking meters.

In the course of its brief survey the Bureau was particularly struck by the problem that the police have in enforcing a no parking regulation while at the same time permitting legitimate commercial deliveries. Had the research staff judged each case on the strict letter of the law, a far larger number of no parking violations could have been noted down for larger number of no parking violations could have been noted down for Yonge Street. On such an artery, consideration might be given to the introduction of metered parking available for commercial delivery vehicles only, with a ten minute time limit and a charge of five cents. Such vehicles would suffer less hardship under that rule than through proper enforcement of the present no parking regulation.

On February 20th, 1951, the City Council adopted the policy of reserving net revenue derived from parking meters to provide off-street parking facilities. On the other hand, the receipts from parking fines

While the technique is scarcely a commondable one, an individual may decide to enter a dramatic protest by deliberately contravening a To effuser off il .eldence seran as abrener of doidw notifinger galdred the Bureau's recent survey are at all representative, however, parking infractions are much too prevalent to be written off on such a basis. In other words, whether or not the regulations are completely reasonable, the situation calls for action to obtain a much greater dogree of compliance from our motorists.

In their attitudes to parking and similar regulations, a great many people tend to follow the crowd. For example, in some large cities on this continent the person who jay-walks is immediately conspicuous because the practice has been so successfully discouraged. He does not need to have a policeman tell him that his conduct is out of line. In this instance, of course, the good sense of the regulation may have an important bearing on the extent to which voluntary observance by the great majority of the public can be secured. But our contention is that the rules for street parking can be made equally reasonable and effective. One step tono ned shgirtuo gniteixe est recensider the existing outright ban on overnight parking.

The parking situation on Isabella Street offers another good illustration. It is far from the only street in the city where one hour parking is the law but all day parking is the practice. Since an occasional ticketing olitz apparently does little to discourage the all-day parker, it would perhaps be more realistic to authorize all day parking on a number of such streets, and greatly step up enforcement on the remainder.

From the Eureau's observations, even without adequate enforcement barking meters secured greater automatic compliance of the designated parking limit than parking signs, thereby Treeing space for use by more vehicles. Between 9.45 a.m. and 5.45 p.m., the hourly checks along Charles Street indicated that at least sixty-nine different vehicles were accommodated within seventeen meter spaces, or more than four cars per space. Actually, out of the minetean parking meter infractions, oleven were by short-term parkers who failed to put any money in the meters. By comparison; on the south side of Isabella Street where there is room for about twenty-nine automobiles at one time the corresponding checks throughout the day produced a total of only fifty different vehicles, or less than two cars per space. The contrast suggests that, where a one-hour parking limitation is desirable, consideration should be given to a more .erespe galwing to ess beergeebiw

In the course of its brief survey the Bureau was particularly struck by the problem that the police have in enforcing a no parking regulation beH . selvevileb fatoremmos ejamijigel gnijjim req emij emas edi ja elidw the research staff judged each case on the strict letter of the law, a far tol awob boton ased eved bluce snoitsloiv gaixas on le redmun regral Yonge Street. On such an artery, consideration might be given to the introduction of metered parking available for commercial delivery vehicles doug . sines evil to egrade a charge of five cents. Such vehicles would suffer less hardship under that rale than through proper enforcement of the present no parking regulation.

On February 20th, 1951, the City Council adopted the policy of reserving net revenue derived from parking meters to provide off-street parking facilities. On the other hand, the receipts from parking fines are credited to general revenues. Estimated income from this source is included each year as part of the budget revenue which goes to reduce the requirements from taxation. During 1955, voluntary payment of parking tags grossed over \$900,000. Further parking fines levied by the courts doubtless brought the total well above the million dollar mark. In the circumstances, there is an obvious temptation for the extent of enforcement and the size of the penalties to be left so that parking fines will remain as a continuing source of revenue. The Bureau recommends that in future all revenues from parking fines should be earmarked for off-street parking, planned street widenings and the like which are designed to improve the flow of traffic.

In order to ensure adequate enforcement of parking regulations, the Bureau suggests that the existing by-laws be reviewed and revised where necessary in cooperation with the police department. If, in relation to the present penalties, the police cannot then achieve full-scale enforcement, further changes should be introduced. This might involve increasing the number of police available for such work, stepping up the penalties, or both. Consideration might also be given to establishing records which would enable the imposition of heavier fines for repeat offenders.

In the Bureau's judgment, the time for complacency about the parking problem is long since past. If our streets are to serve the travelling public effectively, early reforms are a must.

President

Sic Hardy

Pirector