

COMMITTEE AGENDA



TO **Operations & Transit Committee**

DATE January 23, 2012

LOCATION Council Committee Room (Room 112)

TIME 5:00 p.m.

DISCLOSURE OF PECUNIARY INTEREST

CONFIRMATION OF MINUTES – December 12, 2011

PRESENTATIONS (Items with no accompanying report)

a)

CONSENT AGENDA

The following resolutions have been prepared to facilitate the Committee's consideration of the various matters and are suggested for consideration. If the Committee wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with separately. The balance of the Operations & Transit Committee Consent Agenda will be approved in one resolution.

| ITEM | CITY PRESENTATION | DELEGATIONS | TO BE EXTRACTED |
|--|------------------------------|--------------------|----------------------------|
| OT-1 Temporary Allowance Of Exotic Animals | | | |
| OT-2 Idling By-Law Review | | | |
| OT-3 Eastview Road – Speed Limit Reduction | | | |

Resolution to adopt the balance of the Operations & Transit Committee Consent Agenda.

ITEMS EXTRACTED FROM THE CONSENT AGENDA

Once extracted items are identified, they will be dealt with in the following order:

- 1) delegations (may include presentations)
- 2) staff presentations only
- 3) all others.

NEXT MEETING – February 21, 2012

**The Corporation of the City of Guelph
Operations & Transit Committee
Monday, December 12, 2011 @ 4:00 p.m.**

A meeting of the Operations & Transit Committee was held on Monday, December 12, 2011 in Council Chambers at 4:00 p.m.

Present: Councillors, Findlay, Bell, Furfaro, Van Hellemond and Mayor Farbridge

Also Present: Councillor Hofland

Staff in Attendance: Mr. D. McCaughan, Executive Director, Operations & Transit; Mr. M. Anders, General Manager, Community Connectivity and Transit; Mr. S. Mattina, Manager, Roads and Right of Ways; Ms. T. Agnello, Acting City Clerk; and Ms. D. Black, Assistant Council Committee Coordinator.

There was no declaration of pecuniary interest.

1. Moved by Councillor Van Hellemond
Seconded by Councillor Bell

THAT the minutes of the Operations & Transit Committee meeting held on Monday, November 21, 2011 be confirmed as recorded and without being read.

VOTING IN FAVOUR: Councillors Bell, Findlay, Furfaro, and Van Hellemond and Mayor Farbridge (5)

VOTING AGAINST: (0)

Carried

Presentations

Anatomy of Winter Control

Mr. Rod Keller, General Manager, Public Works, provided an overview of the roles City Council and Management have in delivering the City's Winter Control Program. He addressed:

- why winter control services are performed;
- council responsibilities;
- staff responsibilities;
- current standards for snow clearance;
- current standards for ice control;
- current standards for sidewalk maintenance.

He stated that the City often exceeds the provincial standards for snow clearance and ice control. He advised sidewalk treatment is solely discretionary.

He highlighted tasks involved to fulfill their commitment, staffing utilized, level of public engagement, and salt management program.

Mr. McCaughan, Executive Director of Operations & Transit, advised that transit routes receive the same level of service as arterial roads. He stated that Council can determine the level of service to be provided, but consideration should be given to possible risk. He said their annual report will provide information regarding their rate for meeting provincial standards. Staff would be pleased to attend town hall meetings to address winter control issues. Councillors may arrange a ride along to see the program in action.

Staff were requested to:

- communicate to the public and council when standards are exceeded;
- provide a report regarding compliance levels,
- provide council and the public with protocol information for addressing snow clearance and ice control complaints;

Consent Agenda

The following items were extracted from the November 21, 2011 Consent Agenda to be voted on separately:

OT 2011-A.39 Fare Integration Agreement – Metrolinx-GO

2. Moved by Mayor Farbridge
Seconded by Councillor Van Hellemond

REPORT

THAT the Operations & Transit Committee Report OT OT011201 Fare Integration Agreement – Metrolinx-GO Transit dated December 12, 2011 be received;

AND THAT the Mayor and City Clerk be authorized to sign a Fare Integration Agreement with Metrolinx-GO satisfactory to the Executive Director of Operations & Transit (or designate) and the City Solicitor (or designate).

VOTING IN FAVOUR: Councillors Bell, Findlay, Furfaro, and Van Hellemond and Mayor Farbridge (5)

VOTING AGAINST: (0)

Carried

The meeting adjourned at 5:13 p.m.

.....
Chairperson

**OPERATIONS & TRANSIT COMMITTEE
CONSENT AGENDA**

January 23, 2012

Members of the Operations & Transit Committee.

SUMMARY OF REPORTS:

The following resolutions have been prepared to facilitate the Committee's consideration of the various matters and are suggested for consideration. If the Committee wishes to address a specific report in isolation of the Consent Agenda, please identify the item. The item will be extracted and dealt with immediately. The balance of the Operations & Transit Committee Consent Agenda will be approved in one resolution.

A Reports from Administrative Staff

| REPORT | DIRECTION |
|--|------------------|
| <p>OT-2012 A.1) TEMPORARY ALLOWANCE OF EXOTIC ANIMALS</p> <p>THAT the Operations & Transit Committee Report Temporary Allowance of Exotic Animals OT011203 dated January 23, 2012 be received.</p> <p>AND THAT an exemption from By-law (1988)-12960 be granted to allow exotic animals (one camel) within the City limits during the Foundation of Guelph General Hospital's fundraiser gala being held on March 3, 2012 at 221 Stone Road East;</p> <p>AND THAT Council authorize the Executive Director of Operations & Transit to approve temporary exemptions to the Exotic Animal Control By-laws (1988)-12960 and (1978)-9876, subject to the satisfaction of the Executive Director of Operations & Transit</p> | Approve |
| <p>OT-2012 A.2) IDLING BY-LAW REVIEW</p> <p>THAT the Operations & Transit Committee Report OT011202 Idling By-law Review dated January 23, 2012 be received;</p> <p>AND THAT amendments to the Idling By-law as set out in Operations & Transit Committee Report OT011202 Idling By-law Review dated January 23, 2012 be forwarded to Council for approval.</p> | Approve |
| <p>OT-2012 A.3) EASTVIEW ROAD – SPEED LIMIT REDUCTION</p> <p>THAT the Operations & Transit Committee report #OT011201 Eastview Road Speed Limit Reduction dated December 12th, 2011 be received;</p> | Approve |

AND THAT the speed limit on Eastview Road between Watson Parkway North and the easterly City limit be reduced from 60km/h to 50km/hr.

B Items for Direction of Committee

C Items for Information

attach.

COMMITTEE REPORT



TO **Operations and Transit Committee**

SERVICE AREA Operations & Transit
DATE January 23, 2012

SUBJECT Temporary Allowance of Exotic Animals
REPORT NUMBER OT011203

SUMMARY

Purpose of Report:

To request an exemption from Bylaw By-law Number (1988)-12960 to have exotic animals within the City limits during the Foundation of Guelph General Hospital's annual fundraiser gala.

Committee Action:

Grant an exemption from By-law Number (1988)-12960 to allow exotic animals (one camel) within the City limits during the Foundation of Guelph General Hospital's fundraiser gala on March 3, 2012.

Recommend that Council delegate the granting of similar requests for exemptions to the Exotic Animal Bylaw to the Executive Director of Operations and Transit.

RECOMMENDATION

THAT the Operations & Transit Committee Report Temporary Allowance of Exotic Animals OT011203 dated January 23, 2012 be received.

AND THAT an exemption from By-law (1988)-12960 be granted to allow exotic animals (one camel) within the City limits during the Foundation of Guelph General Hospital's fundraiser gala being held on March 3, 2012 at 221 Stone Road East.

AND THAT Council authorize the Executive Director of Operations and Transit to approve temporary exemptions to the Exotic Animal Control Bylaws (1988)-12960 and (1978)-9876, subject to the satisfaction of the Executive Director of Operations and Transit.

BACKGROUND

Each year, the Foundation of Guelph General Hospital holds an annual fundraiser gala. This year's gala being held at and supported by the Village by the Arboretum will be raising funds for a new trauma x-ray unit for the Emergency Department. The theme of the gala is Arabian Nights and the Foundation is requesting an exemption to allow one camel to be on-site during the event's reception.

If an exemption is approved, the domesticated camel will be accompanied by a handler at all times and staff from the Guelph Humane Society will check the well being of the animal before and after the event.

REPORT

To promote this event, staff is recommending an exemption to the Exotic Animals Bylaw for one camel be granted during the Foundation of Guelph General Hospital's fundraiser gala on March 3, 2012.

To ensure the timely processing of future requests, staff are recommending that Council delegate their authority to grant temporary exemptions under the City's Exotic Bylaws to the Executive Director of Operations and Transit. Any exemption request for the keeping of an exotic animal that exceeds a consecutive two week period would be brought to Council for consideration and approval.

CORPORATE STRATEGIC PLAN

Goal 2: A healthy and safe community where life can be lived to the fullest.

Goal 4: A vibrant and valued arts, culture and heritage identity.

FINANCIAL IMPLICATIONS

There is no financial implication to the City.

DEPARTMENTAL CONSULTATION

Guelph Humane Society

COMMUNICATIONS

N/A

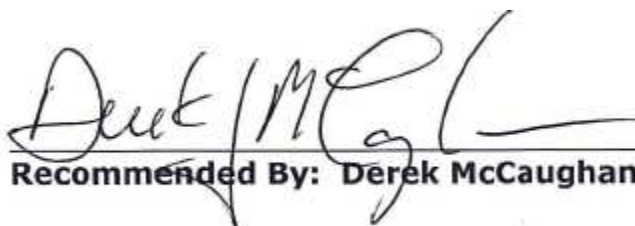
ATTACHMENTS

N/A



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Recommended By: Derek McCaughan, Executive Director

COMMITTEE REPORT



TO **Operations and Transit Committee**

SERVICE AREA Operations & Transit

DATE January 23, 2012

SUBJECT **Idling Bylaw Review**

REPORT NUMBER OT011202

SUMMARY

Purpose of Report:

To provide Council an update with respect to the Idling Bylaw Review.

Committee Action:

To receive report and direct staff to create amendments to the City's Idling Bylaw based on public input.

RECOMMENDATION

THAT the Operations & Transit Committee Report OT011202 Idling Bylaw Review dated January 23, 2012 be received;

AND THAT amendments to the Idling Bylaw as set out in Operations & Transit Committee Report OT011202 Idling Bylaw Review dated January 23, 2012 be forwarded to Council for approval.

BACKGROUND

On October 2, 2008 an Information Report (Attachment A) was presented to Council outlining the format staff would undertake to review existing Corporate Bylaws. Specifically, the report speaks to the philosophical approach that should be used to achieve by-law compliance and identifies the questions to be answered.

This report conveys the result of a review of the City's Idling Bylaw (1998)-15945. The decision to review the Idling Bylaw was based on the public comments and inquiries frequently received by Council and staff.

REPORT

The City's Idling Bylaw was created to control carbon monoxide emissions generated from idling vehicles in an effort to protect public health and the environment. The Bylaw has been in effect for approximately 13 years and compared to other calls for service, the number of calls received for enforcement of the Idling Bylaw has been low. (< 10/yr)

The assessment/findings of the review of the Idling Bylaw is contained in Attachment B.

In addition to an internal review of the Bylaw, staff conducted a review of the Idling Bylaws of our comparator municipalities and also sought public input on the current Bylaw.

Comparator Municipalities:

Staff conducted a survey of our comparator municipalities (attachment C) with respect to their Idling Bylaw. From this survey, staff determined that:

- our existing Bylaw, in staff's opinion, is generally more clearly worded allowing for effective enforcement;
- the length of time in which a vehicle is permitted to idle within the City of Guelph is significantly higher than that allowed by most other Municipalities;
- a number of municipalities do not have set fines in place;
- the majority of municipalities do not provide exemptions for transit vehicles.

Public Input:

In November 2011, staff placed advertisements in the local papers encouraging the public to forward comments regarding the City's Idling Bylaw.

The Public Notice indicated that staff were considering a lower time a vehicle may idle specifically lowering the current 10 minute idling time to 3 minutes.

In response to the Public Notification, only 51 replies (attachment D) were received. While the opinions expressed may not be statistically valid, they may provide an indication of public opinion.

With respect to a lower maximum idling time, 29 comments requested the permitted time of 10 minutes within a 60 minute period not be reduced to 3 minutes (or lower).

Given this information, along with the survey results from the comparator municipalities, staff are recommending an amendment to the City's Idling Bylaw to restrict the length of time in which a vehicle may idle for at any one time to 3 consecutive minutes. This restriction intended to further control carbon monoxide emissions would be in addition to the restriction which sets the accumulative limit that a vehicle may idle for, specifically 10 minutes within a 60 minute period.

In addition, staff are recommending that the current exemption for Transit vehicles at stopovers be removed. This amendment would make the regulations pertaining to Transit vehicles consistent with the City's Green Fleet Policies which require transit vehicles to adhere to the 30 second idling limit.

Further, the public have identified four distinct areas of concern regarding idling of vehicles and this bylaw. They are paraphrased as follows along with staff's position on each:

- Issue: Idling should not be regulated. The City lacks the resources to effectively enforce. Fuel prices will control idling. The re-starting of a vehicle causes higher emissions.

Response: Staff are of the opinion sufficient resources exist to respond to calls for service as requested. The regulating of idling should be maintained for public health and environmental reasons.

- Issue: Weather: Idling is required to defrost windows during winter months and to keep the vehicle at a proper temperature for young children.

Response: As with any Bylaw, staff have the ability to use discretion in the enforcement of any bylaw. Staff recognize discretion may be necessary during poor weather conditions to allow for the defrosting of windows.

- Issue: City vehicles including police and transit not adhering to the current Bylaw

Response: While Police vehicles are exempt from the Idling Bylaw, staff's position is that vehicles being operated by City staff must adhere to the time restrictions set out in the Idling Bylaw unless the vehicle is being used as a mobile workstation. This is consistent with the City's Corporate Fuel Efficiency Policy which permits the idling of city vehicles for safety or operational requirements.

- Issue: City should change planning practices to address idling i.e. the use of traffic roundabouts instead lights and the review of drive thru lanes for fast food restaurants.

Response: These comments have been referred to Planning Services staff for their consideration.

CORPORATE STRATEGIC PLAN

5.2 A consultative and collaborative approach to community decision making

FINANCIAL IMPLICATIONS

The financial implications are within the approved operating budget of the Operations & Transit Department.

DEPARTMENTAL CONSULTATION

Office of the CAO, Rob Kerr Corporate Manager, Community Energy

COMMUNICATIONS

Staff will provide public notification of any changes to the Idling Bylaw through the local media.

ATTACHMENTS

Attachment A – October 2, 2008 an Information Report
Attachment B - Idling Bylaw Review and Recommendations
Attachment C - Survey of Comparator Municipalities
Attachment D – Summary of Public Input results Attachment
Attachment E – City of Guelph Idling Bylaw (1998)-15945



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Recommended By: Derek McCaughan, Executive Director

INFORMATION REPORT



TO **Council**

SERVICE AREA Operations
DATE October 2, 2008

SUBJECT BYLAW SERVICE REVIEW
REPORT NUMBER

BACKGROUND

In April 2008 the *Bylaw Enforcement – Service Review* was presented to Council outlining the work that had been completed and the steps still required to complete this process.

One of the recommendations forthcoming from this report was "THAT staff develop an operating approach for the delivery of by-law enforcement services that is consistent with the City's Strategic Plan for the consideration of Council." The report also recommended that staff undertake discussion on the philosophical approach to be undertaken in achieving by-law compliance. To address this, staff have prepared a series of questions to be completed with the administrative "owner" of each of the various bylaws. These questions include:

- What is the purpose of the bylaw? (reason for its implementation)
- Are the reasons for its implementation still relevant today?
- Are amendments required to the bylaw? (is the by-law still current?)
- Are there fees associated with the bylaw? Are they set at an appropriate level?
- How are infractions currently managed? Should the approach be changed?
- Should infractions of the bylaw be managed on a pro-active or reactive basis?
- Are there any other agencies/departments involved with the enforcement of the bylaw?
- If enforcement will be shared, to what extent will the Bylaw Compliance and Enforcement staff enforce this bylaw?
- Estimated or actual number of calls received regarding infractions of the bylaw (2006 to 2008 if available)
- Estimated or actual number of charges issued per year. (2006-2008 if available)

Given the number (and in some cases complexity) of the bylaws to be reviewed, this will likely be a lengthy process. That being said, as major bylaws are reviewed or when a number of minor ones have been completed the information garnered will be forwarded to Council for their information and consideration.

CORPORATE STRATEGIC PLAN

Goal 5.6 Organizational excellence in planning, management, human resources and people practices;

FINANCIAL IMPLICATIONS:

n/a

DEPARTMENTAL CONSULTATION/CONCURRENCE

Corporate Services

COMMUNICATIONS

n/a

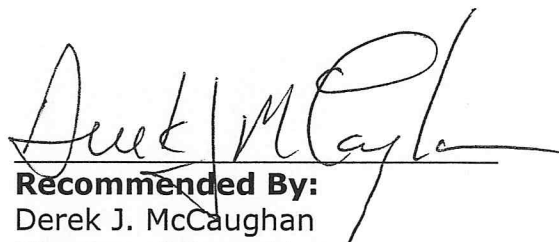
ATTACHMENTS

n/a



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IDLING BYLAW REVIEW – OT011202

Attachment B

Bylaw (1998)-15945

Idling Bylaw

Department responsible for Bylaw Administration

Operations and Transit – Bylaw Compliance and Security

Philosophy of Bylaw

Recognizing that motor vehicles are a major source of carbon monoxide emissions and that carbon monoxide is associated with creating adverse health and environmental effects the Idling Bylaw was implemented to regulate the length of time in which a vehicle may idle within the City of Guelph. The reasons for its implementation are still relevant today.

Bylaw Deficiencies

Overall, the City of Guelph's Bylaw is effective in controlling the idling of vehicles. This being said the length of time in which a vehicle may idle for (10 minutes in a 60 minute period) is significantly higher than that permitted by our comparator municipalities. In addition the exemption for transit vehicles at layovers is not supported by our comparator municipalities and is in contradiction to our Green Fleet Policies.

Staff reviewed the various lengths imposed by other municipalities for idling and believe that the most effective to be enforced, while allowing some idle time, is 3 consecutive minutes at any one time. It should be noted that in harsh weather conditions, staff will use discretion.

This restriction would complement the current accumulative time restriction of 10 minutes of idling time within a 60 minute period.

Bylaw Fees

There are no fees associated with the Idling Bylaw.

Enforcement

Enforcement of the Bylaw is done mostly reactively by the Guelph Police Service and the Bylaw Compliance Officers. On average Bylaw Compliance Officers receive about 10 calls per year.

Staff do not recommend any changes to the current enforcement practices.

Fines

The Idling Bylaw does have a set fine in place that allow staff to issue a Provincial Offence Notice (Part I ticket) when a violation is observed. The fine amount for a idling violation is \$130, a \$5.00 administration fee and \$25.00 Victim Services fees is also applied making the total payable \$160.00. While a number of our comparator municipalities do not have set fines in place for idling, this set fine is consistent with other the City of Guelph Bylaws.

Staff also have the option of enforcing violations of this Bylaw by the issuance of a summons (Part III notice) which requires the violator to attend Court to answer the charge and upon conviction; the Court imposes a fine amount.

The use of Parking Tickets (Part II notices) have been implemented within some Municipalities (Burlington), while a parking ticket can be issued to a vehicle parked on a road allowance, parking tickets cannot be used without a property owner's authorization, so therefore they are mostly ineffective for enforcement of the Idling Bylaw on private lands. While staff will review the use of

IDLING BYLAW REVIEW – OT011202

Attachment B

parking tickets for enforcement as an administration responsibility, Council direction on the matter is not required.

Calls for enforcement

Though historically, the Idling Bylaw has been enforced by the Guelph Police Service, informally this responsibility has been shifted to the Bylaw Compliance Officers. Over the past 3 years Bylaw Compliance staff have received approximately 10 calls for enforcement a year.

What strategies might be considered to promote a reduction in the number calls for service?

At the present time the number of calls for service per year is low and staff believe that the various educational campaigns on the environment and the cost of fuel will continue to reduce the number of calls.

Although not required for enforcement, staff will erect educational signage on anti-idling at major intersections into the City. Staff propose that Gordon Street, Woodlawn Road W, Woolwich Street and York Road be signed in 2012 at a nominal cost of about \$800 and that in subsequent years, additional signs be added to the remaining entranceways.

How can the burden on the taxpayer for bylaw compliance and enforcement be reduced?

The following may reduce the burden on the taxpayer:

- To formally recognize that enforcement of the Idling Bylaw can be conducted by Bylaw Compliance Officers rather than the Guelph Police Service.
- To continue the education of City employees on the City's Green Fleet Policies.

Staff recommendation:

1. That the Idling Bylaw be amended to add the restriction that the maximum time that a motor vehicle may idle at any one time to 3 consecutive minutes, specifically that section 3 be removed and replaced with:

3 (1) No person shall cause or permit a vehicle to idle for more than 3 consecutive minutes

3 (2) Notwithstanding section 3(1), no person shall cause or permit a vehicle to idle for more than 10 minutes in any sixty-minute period.

2. AND That the exemption listed under 4(g) for the idling of Transit vehicles at stopovers be removed.

Public Consultation

In November 2011, staff advertised through the local media requesting input on the City's Idling Bylaw.

IDLING BYLAW REVIEW - OT011202
Attachment C

| Municipality | Idling time limit | Exemption for transit vehicles? | Set Fine | Agency responsible for enforcement |
|---------------------|---|--|---|---|
| Niagara falls | 3 min | 15 min max | Part III notice - fine imposed by Court | |
| Wellington County | n/a - lower tier municipalities are responsible | | | |
| Pickering | 5 min | 15 min max | Unknown/none | Regional Police Service, Municipal Law Enforcement |
| Ajax | 2 min | no | \$ 38.00 | |
| Brantford | No city bylaw | | Unknown/none | |
| Waterloo | 3 min | only at stops (required idling) | \$ 75.00 | |
| Chatham-Kent | 5 min | no | \$ 150.00 | Police Department |
| Thunder Bay | varies depending on weather and vehicle type | 10 min max | Unknown/none | |
| Whitby | No city bylaw | no | Part III notice - fine imposed by Court | Regional Police Service, Municipal Law Enforcement |
| Kingston | 5 min | no | Unknown/none | Regional Police Service, Municipal Law Enforcement |
| Cambridge | 1 min | no | \$ 40.00 | Police, Municipal Law Officer, persons authorized by municipality |
| Barrie | No city bylaw | | Unknown/none | |
| St. Catharines | 3 min | yes | Unknown/none | |
| Oshawa | 3 min | no | Unknown/none | |
| Greater Sudbury | 3 min | no | Unknown/none | |
| Richmond Hill | 5 min , request turn off after 10 sec | no | Unknown/none | |
| Burlington | 1 min | only at stops (required idling) | Unknown/none | Police, Municipal Law Officer, persons authorized by municipality |
| Oakville | 5 min | 15 min max | Unknown/none | Bylaw Enforcement |
| Kitchener | 1 min | | \$ 40.00 | |
| Windsor | 5 min | 15min max | Unknown/none | Police Officer, Municipal Law Enforcement |
| Vaughan | 5 min | no | \$ 350.00 | Police Officer, Municipal Law Enforcement |
| Markham | 3 min | no | Unknown/none | Bylaw Enforcement |
| London | 2 min | 5 mins/15 mins | Part III notice - fine imposed by Court | |
| Brampton | 3 min | | Unknown/none | |
| Halton region | 1 min | 5 mins/15 mins | \$ 150.00 | Parking officers |
| Waterloo Region | 3 min | only at stops (required idling) | \$ 75.00 | Police Officer, Municipal Law Enforcement |
| Hamilton | 3 min | 15 mins | Unknown/none | |
| Mississauga | 3 min | 5 min max | Unknown/none | Police Officers, Municipal Law Enformcement |
| Ottawa | 3 min | | Unknown/none | |
| Peel Region | n/a - lower tier municipalities are responsible | | Unknown/none | |

IDLING BYLAW REVIEW - OT011202
Attachment D

| Agree to 3 minute maximum idling time | Comments |
|---------------------------------------|--|
| Y | In full agreement of reducing idling time from 10 mins to 3 mins, feels 3 mins is still a bit excessive, doesn't think idling should be allowed at all. Understands in the dead of winter that 3 mins makes sense. Would love to see more enforcement on city vehicles. |
| Y | In full agreement of reducing idling time from 10 mins to 3 mins would like to see more enforcement and feels that City staff ignore it and supervisors just turn the other way. |
| Questionable | Feels that without the reduction from 10 mins, there will be no reduction and exhaust will be spewed from 20+ buses every 25 mins or so. At 3 mins, its unlikely that the new idling bylaw will be respected. Most drivers will leave their engines on for various reasons, including drivers presuming to be leaving shortly. Complaints to shutting down air exchangers and would like a proper EA of the City. |
| N | Disagrees with new idling bylaw amendment, feels that idling should not be regulated to less than 15 mins on exceptionally cold or hot, humid says |
| Y | Agrees with the reduction of idling bylaw, but like to see idling by any motor vehicle illegal over 60 seconds. |
| Questionable | A number of years ago, TTC made it mandatory for bus drivers to shut down their buses rather than idle when standing in a station waiting for the scheduled departure time. |
| Y | In agreement with new proposal, feels that it will improve sustainability and public health in the city while furthering our reputation as an environmental forerunner. |
| N/ Winter a concern | Disagrees with new idling proposal, says that there are many times that we are waiting for our children and at -15 the car becomes cold very quickly. Recommends keeping the bylaw at 10 mins because the extra 7 mins would not affect the environment as much as it would affect human health. |
| Y | In full agreement with changing the idling bylaw from 10 mins to 3 mins under normal conditions (spring, summer, and fall) but feels that more time is required to clear ice and snow and to warm up the car in the winter. Does not understand why drive thrus are exempted from this bylaw when the whole point of it is to reduce emissions. |
| Questionable | Feels that the city does not enforce bylaws that actually hurt people's quality of life, let alone worrying about the environment. |
| Y/ Winter a concern | Loves the idea of a 3 min idling bylaw but feels that a little more leeway is needed in the winter due to the fact that 3 mins would not be enough to clear the ice and warm up the car efficiently. Would like to see a ban on any further development of drive thru restaurants, hurts the environment. |
| Y | In agreement with the proposal, suggested at one point that establishments put out signs that tell other drivers to shut off their cars while waiting in line. |
| N/ Winter a concern | Feels that the city should stick with the 10 min bylaw. 3 mins is insufficient especially during winter months. A new 3 min bylaw would be very difficult to police and bylaw officers resources would become wasted. |
| Y | Supports reduction of idling bylaw from 10 to 3 mins. She and her family constantly have to deal with idling parents who idle upwards of 30 mins at a school which causes polluted air for the people around there. |
| N | Wants more thought into new idling proposal. Finds that city workers, city bus buses and police cars are the most common offenders. |
| N | Thinks the bylaw is ludicrous; feels that it is a waste of time, waste of taxpayers money and thinks its retarded and the dumbest bylaw he's ever heard of. Feels that the city should look at more important bylaws (e.g. factory trucks that emit black smoke.) |
| N | is a 45 year mechanic. Says that the city is mis-informed and that vehicles turning on/off to supposedly reduce emissions is actually hurting the environment more than helping it. Vehicles produce the highest amount of emissions when the car is first started up. |
| N | Not sure of this new bylaw because she has two pondering concerns: What do people with small children (to heat up their cars in the winter) and no garages do? (to protect car from outside elements) |
| N | Frost and ice would take longer than 3 mins to melt away. Feels that 7-10 mins for idling is reasonable. |
| N | Would like city bylaw to stay at 10 mins. |
| N | Would like for the city to consider traffic circles. The city should co-ordinate all traffic lights so that idling for 3+ mins is not a problem. Says that the red signal on the traffic light at the intersection of Edinburgh and Youngman lasts for approximately 2 mins and 36 secs. City should start becoming proactive instead of its citizens. |
| Y/Winter a concern | Okay for 3 mins except in the winter. Wants to see a winter exception. |
| Questionable | Does it apply to police, city and fire department? Thinks that these are the most offenders. |
| N | Feels that the 3 min idling proposal is way too much, bad for people surrounding the car that is idling causing for polluted air. Thinks that idling should be reduced to 1 min. |
| Y | Annoyed by the high amount of idling in Guelph. School buses are most common offenders. City vehicles are even found idling at times. |
| Y | In full agreement with the new idling proposal. This bylaw will only be as good as it is enforced. Saw 5 vehicles idling in the city parking lot this morning to warm the car up and clear the windows of any frost. They have been running over 10 mins; happens all winter. Enforcing needs to start at the city and city employees need to be the first to follow the rules. Suggests an education program on why it is wrong to idle so people realize that it is the wrong thing to do. |
| N/Winter a concern | Opposed to shorter time in the winter but not the summer. Cars in the winter time do not warm up in 30 secs or less and as the winter progresses, cars hold interior moisture which causes internal icing and fogging. Proposes that winter idling times should be 4-5 mins max for safety reasons. Says that one who gets ticketed for idling will most likely go to court to challenge that their windows were not clear enough because the time was too short. City could face lawsuits because of this if someone hits something or someone. |
| N | City does not have the right to tell its citizens how to use their gas. If the city does not know the full facts of idling, they should research, present the facts, explain the benefits and only then could you (City of Guelph) enforce the bylaw. |
| N | Inquires about police officers who sit in their cars monitoring traffic and cabbies who earn a living in their cars. Wonders who will monitor this and considers the bylaw ridiculous. |
| N | Feels that a 5-6 min idling bylaw would be more suitable. Wonders how bylaw would be enforced.. By an idling bylaw officer? Must take into consideration medically/physically challenged citizens. Also brings up idling city buses. Feels that the city is being a little bit hypocritical. |
| Questionable | Wonders if the bylaw will take into effect the fact that you have to stop at every light and idle for _ mins at each stop. Wants to know if it is possible to time main arteries lights to be green while going the speed limit, because this could help idling issues. |
| Questionable | Is this the best the city can do? This is the reason for our deficit. |
| Y | Fully supports a reduction in engine idling time. Has observed the 10 min idling rule routinely abused. Does not understand why transit vehicles have an exemption when they are concentrated in the downtown square for 5-15 mins. That would be an ideal time to enforce the idling bylaw. |
| Y | Fully supports the change from 10 mins to 3 mins, long overdue. Would like to see an enforcement plan with dollars allocated. Makes a lot of noise with the change to raise awareness. |
| N | Feels that 3 mins is too short to remove snow and have enough heat to defrost the car without complying with the HTA. Also brings up the point that certain traffic lights be set to allow for traffic to flow to reduce idling. |
| | |

IDLING BYLAW REVIEW - OT011202

Attachment D

| Agree to 3 minute maximum idling time | Comments |
|--|---|
| Y | Sees cars idling for way to long on the sides of roads oten with no one in them. Wouls strongly endorse this bylaw change. |
| Y | Wants to know how it will be enforced. Has found that idling is most commonly found outside banks, stores, schools and resturants. |
| N | Does not feel it needs to be amended because city does not have enough people to enforce it anyway. Streets like Norfolk at rush hour need special attention. |
| Y | Peartree Crescent does not get enforced enough. Cars idle for more than 5 mins while they're smoking and littering on public and private property everyday. |
| N | Thinks that the bylaw should stay the same, new idling bylaw proposal time would not be enough to clear ice & snow after a heavy snowstorm. |
| Y | Agrees with lowering the idling time to 3 mins, but has seen city workers idle their vehicles for upwards of an hour. |
| Questionable | Doesn't think anything can be done about idling. |
| Y | Would like to see bylaw reduced to 2 mins in the winter time only for warming a vehicle up in the winter for safety reasons. In all other seasons, idling time shoukld only be 30 secs ate most. As a deterrent, fines should be increased. Decreased idling will contribute to better health and other environmental benefits. |
| Y | 3 minutes at most is good enough. |
| Questionable | Thinks that it is unenforceable, families with small children, major traffic jams, crowded drive-throughs are all factors that should be looked at. If the city wants to really enforce this bylaw, in a few years they'll have to eradicate drive-throughs which are big job creators. |
| Y | Lower idling times in Guelph, better for the cars, our wallets and for the environment. Guelph keep trying to promote their green sensibilities so this bylaw proposal is a no-brainer. |
| N | Doesn't believe there should be an exemption for idling your car to clear the windshield of fog and ice, since 3 minutes may not be enough time to do this. Please consider a very specific exemption that would allow for the clearing of windshields in the upcoming bylaw. |
| Y | 10 min bylaw is way too long. Feels that bylaw should be lowered to 1 min instead of 3, but agrees either way. |
| Y | Totally in support of an idling bylaw reduction with very strict enforcement. |
| Y | Supports amendment of idling bylaw to 3 mins; thinks that it should be brought down to 1 min. City should educate people on the benefits of not idling such as cutting emissions and greenhouse gases. |
| Y | Agrees with changing the idling bylaw from 10 mins to 3 mins. It would be better if no vehicles idled while parked. |
| Y | Concerned with drive thrus. |

THE CORPORATION OF THE CITY OF GUELPH

By-Law Number (1998)-15945

A by-law to regulate the idling of vehicles within the City of Guelph, and to adopt Municipal Code Amendment #226, which amends the Corporation of the City of Guelph’s Municipal Code by adding this By-law as Chapter 167.

WHEREAS motor vehicles are a major source of carbon monoxide emissions into the outdoor air of the City of Guelph;

AND WHEREAS carbon monoxide is associated with creating adverse health effects and contributing to the depletion of the ozone layer;

AND WHEREAS section 102 of the Municipal Act, R.S.O. 1990, Chap. M.45 authorizes every Council to pass by-laws and make such regulations for the health, safety, morality, and welfare of the inhabitants of the municipality in matters not specifically provided for by the Municipal Act;

AND WHEREAS the Council of the Corporation of the City of Guelph desires to assist in the reduction of adverse health effects and in maintaining the ozone layer by reducing the unnecessary emissions of carbon monoxide;

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF GUELPH ENACTS AS FOLLOWS:

SHORT TITLE

- 1. This By-law may be cited as the “Idling By-law”.

INTERPRETATION

- 2. In this By-law the following terms shall have the corresponding meanings:

“**City**” means the Corporation of the City of Guelph

“**idle**” means the operation of the engine of a vehicle while the vehicle is not in motion and “idling” shall have a corresponding meaning;

“**mobile workshop**” means:

- (i) a vehicle containing equipment that must be operated inside, or in association with, the vehicle, or
- (ii) a vehicle serving as a facility for taking measurements or making observations which is operated by or on behalf of the City or a public utility, or a police, fire or ambulance service vehicle;

“**stopover**” means a stopping point along a transit route used by transit vehicles for a maximum of fifteen (15) minutes to allow transit vehicles to adjust to service schedules or to allow for the embarking or disembarking of passengers;

“**transit vehicle**” means a vehicle operated on behalf of Guelph Transit; and

“**vehicle**” means a motor vehicle, traction engine, farm tractor, road building machine and a self-propelled implement of husbandry as defined in the Highway Traffic Act, R.S.O. 1990, Chap. H.8 and includes a motorized snow vehicle or other conveyance which operates by way of a combustion engine.

IDLING PROHIBITED

3. No person shall cause or permit a vehicle to idle for more than 10 minutes in any sixty-minute period.

EXEMPTIONS

4. Section 3 of this By-law does not apply to:
 - (a) a mobile workshop while such vehicle is being used as a mobile workshop;
 - (b) a vehicle assisting in an emergency activity;
 - (c) the idling of a vehicle for the purpose of servicing the vehicle;
 - (d) an armoured vehicle carrying cash which is in the course of being loaded or unloaded;
 - (e) a vehicle that is required to remain motionless due to an emergency, traffic or weather condition or mechanical difficulty over which the operator of the vehicle has no control;
 - (f) a vehicle engaged in a parade, race or other event authorized by the City;
 - (g) a transit vehicle at a stopover;
 - (h) a vehicle transporting a person who has in his or her possession a doctor's certificate requiring that the environment surrounding him or her is to be maintained at a certain temperature or humidity; or
 - (i) a vehicle that is required to idle in order to keep in operation a heating or refrigeration system necessary for the welfare or preservation of the cargo contained therein.

OFFENCE

5. Every person who contravenes any provisions of this By-law is guilty of an offence.

PENALTIES

6. Every person who is convicted of an offence under any provision of this By-law shall be liable to a penalty as set out in Section 61 of The Provincial Offences Act, R.S.O. 1990, Chapter P.33, or any successor thereof.

MUNICIPAL CODE AMENDED

7. This By-law is hereby adopted as Municipal Code Amendment #226, which amends the Corporation of the City of Guelph's Municipal Code by adding this By-law as Chapter 167.

PASSED this TWENTY-FIRST day of DECEMBER, 1998.

Original Signed by:
Joe Young - Mayor

Original Signed by:
V. Charlene Lavigne – Deputy Clerk

COMMITTEE REPORT



TO **Operations and Transit Committee**

SERVICE AREA Operations & Transit
DATE January 23, 2012

SUBJECT Eastview Road - Speed Limit Reduction
REPORT NUMBER OT011201

SUMMARY

Purpose of Report:

To propose a speed limit reduction on Eastview Road.

Committee Action:

To receive the report and recommend for Council consideration.

RECOMMENDATION

THAT the Operations & Transit Committee report #OT011201 Eastview Road Speed Limit Reduction dated December 12th, 2011 be received;

AND THAT the speed limit on Eastview Road between Watson Parkway North and the easterly City limit be reduced from 60km/h to 50km/h.

REPORT

Staff have received a request from local residents to reduce the existing speed limit on Eastview Road between Watson Parkway North and the easterly City limit. The speed limit is currently posted as 60km/h. A plan illustrating the existing and proposed speed limits is shown in Appendix A to this report.

Over the past few years this section of Eastview Road has undergone considerable redevelopment, transforming it from rural to an urban residential area. In response to the intensification of residential development, local residents have requested that the existing speed limit be reduced from 60km/h to 50km/h in an effort to have motorists reduce their speed to improve overall roadway safety as they drive through this area. Staff acknowledges the lowering of speed limits does not automatically correlate to an actual reduction in the speed of vehicles; however, this neighborhood has changed as noted above and the requested 50km/h would be more consistent with the residential speed limit within Guelph.

Therefore, staff recommends reducing the speed limit on Eastview Road between Watson Parkway North and the easterly City limit from 60km/h to 50km/h. Upon approval, staff will proceed with installing new speed limit signs as soon as practicably possible.

CORPORATE STRATEGIC PLAN

Goal 2. A healthy and safe community where life can be lived to the fullest.

FINANCIAL IMPLICATIONS

Changes to the speed limit signs will be funded through the 2012 Operating budget.

DEPARTMENTAL CONSULTATION

Staff consulted with the Guelph Police Service who support reducing the speed limit to 50 km/h.

COMMUNICATIONS

Traffic Investigations staff has notified those residents directly affected by the proposed speed limit reduction.

ATTACHMENTS

Appendix A – Eastview Road Existing and Proposed Speed Limits



Prepared By:

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Recommended By: Rod Keller, Acting Executive Director

Appendix A

Eastview Road

Existing and Proposed Speed Limits

