

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager,
Environment & Infrastructure

Subject: Amendments to the Traffic and Parking By-law

Date: March 19, 2024

Recommendation

That on the recommendation of the Deputy City Manager, Environment & Infrastructure, the proposed by-law, attached as Appendix A **BE INTRODUCED** at the Municipal Council meeting to be held on April 2, 2024, for the purpose of amending the Traffic and Parking By-law (PS-114).

Linkage to the Corporate Strategic Plan

Municipal Council's new Strategic Plan identifies Mobility and Transportation as a strategic area of focus. This report also supports the Strategic Plan through the strategic focus area of Wellbeing and Safety by creating safe, vibrant, and healthy neighbourhoods by improving traffic safety.

Analysis

1.0 Background Information

1.1 Purpose of this Report

The Traffic and Parking By-law (PS-114) requires amendments (Appendix A) to improve road operations and safety. Included in this are amendments to facilitate the East London Link Rapid Transit project.

2.0 Discussion and Considerations

The amendments in the following section are proposed.

2.1 No Parking

Several streets around the Western Fair have annual "no parking" restrictions during the fair. It is recommended that Ethel Street from Margaret Street to Frances Street be restricted on both sides of the road during the Western Fair.

Eagle Heights Public School is currently undergoing site plan changes which will result in school buses exiting onto Upper Avenue. Upper Avenue has "no parking" restrictions on both sides of the road near the new driveway; however, parking has been allowed on the east side from Tozer Avenue to 94 m west of Foster Avenue. It is recommended that the 'no parking' restriction on the east side of Upper Avenue be from Tozer Avenue to Foster Avenue and that parking instead be allowed on the west side to facilitate the drop-off and pick-up of students where a sidewalk exists.

2.2 Rate of Speed

On August 20, 2023, Council approved the reducing of the speed limit on some semi-rural roads to 40 km/h. Evelyn Drive and Rebecca Road were inadvertently included in the by-law amendment. These two roads are rural in nature with few residential properties. It is recommended that the speed limit on Evelyn Drive and Rececca Road be restored to 80 km/h except where the two streets intersect. The intersection is comprised of a tight curve with a 20 km/h advisory speed. It is recommended that both roads within 100 m of the intersection remain as 40 km/h to help reduce the speed of traffic at the curve.

A reduction in speed limit to 20 km/hr on the four blocks of Dundas Place is proposed to support placemaking, gathering, socializing and active mobility. The reduction in speed combined with other measures and event activations will contribute to the unique vision of the flex street as a destination for a variety of experiences.

The University of Western Ontario has reduced the speed limit to 30 km/h on all of its campus roads. It is recommended that Philip Aziz Drive be reduced to 30 km/h to match the connecting road on Western's campus.

2.3 Prohibited Turns, Reserved Lane and One-Way Streets

As part of the approved Rapid Transit environmental assessment, transit buses will operate both eastbound and westbound on King Street from Wellington Street to Ontario Street and northbound and southbound on Ontario Street from King Street to Dundas Street. Bylaw amendments are required for the following:

- 'Buses and bicycles only' in the eastbound curb lane on King Street from Wellington Street to Ontario Street except at the approaches to the intersections with Colborne Street, Maitland Street, William Street, Lyle Street, Glebe Street and Rectory Street where general traffic right turns are accommodated from the curb lane;
- 'Buses only' in the westbound curb lane on King Street from Wellington Street to Ontario Street;
- 'Buses and bicycles only' in the northbound curb lane on Ontario Street from King Street to 62 m north of King Street;
- 'Buses and bicycles only' in the southbound curb lane on Ontario Street from King Street to Dundas Street; and,
- General traffic will be able to travel eastbound on King Street.

Currently turns from Richmond Street to Dundas Street are prohibited. This was implemented due to the high volume of pedestrians using the intersection. Pedestrian volumes are currently reduced; therefore, it is recommended that right-turns from Richmond Street to Dundas Street be permitted. Left-turns will remain prohibited due to the lack of a left-turn lane.

Conclusion

Amendments are required to PS-114 Traffic and Parking By-law and to Schedule 4 (No Parking), Schedule 11 (Prohibited Turns), Schedule 13 (Reserved Lanes) and Schedule 16 (One-way Streets) and Schedule 24 (Rate of Speed) to implement the above changes.

Prepared by: Ted Koza, P. Eng., Division Manager, Traffic Engineering

Submitted by: Doug MacRae, P. Eng., MPA, Director, Transportation & Mobility

**Recommended by: Kelly Scherr, P. Eng., MBA, FEC, Deputy City Manager,
Environment & Infrastructure**

Attached: Appendix A – A By-law to amend the Traffic and Parking By-law (PS-114)

cc: Jennie Dann, Director, Construction and Infrastructure Services

APPENDIX A By-law to amend the Traffic and Parking By-law (PS-114)

Bill No.

By-law No. PS-114

A by-law to amend By-law PS-114 entitled, “A by-law to regulate traffic and the parking of motor vehicles in the City of London.”

WHEREAS subsection 10(2) paragraph 7. Of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, provides that a municipality may pass by-laws to provide any service or thing that the municipality considers necessary or desirable to the public;

AND WHEREAS subsection 5(3) of the *Municipal Act, 2001*, as amended, provides that a municipal power shall be exercised by by-law;

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. No Parking

Schedule 4 (No Parking) of the PS-114 By-law is hereby amended by **deleting** the following rows:

| 1-Street | 2-Side | 3-From | 4-To | 5-Period |
|--------------|--------------|---------------|------------------------------------|----------|
| Upper Avenue | South & East | Foster Avenue | A point 94 m west of Foster Avenue | Anytime |
| Upper Avenue | West & North | Tozer Avenue | Foster Avenue | Anytime |

Schedule 4 (No Parking) of the PS-114 By-law is hereby amended by **adding** the following rows:

| 1-Street | 2-Side | 3-From | 4-To | 5-Period |
|--------------|--------------|-----------------|------------------------------------|---|
| Ethel Street | East & West | Margaret Street | Frances Street | Anytime from the first Friday after Labour Day to the second Sunday after Labour Day, inclusive |
| Upper Avenue | South & East | Tozer Avenue | Foster Avenue | Anytime |
| Upper Avenue | West & North | Foster Avenue | A point 94 m west of Foster Avenue | Anytime |

2. Prohibited Turns

Schedule 11 (Prohibited Turns) of the PS-114 By-law is hereby amended by **deleting** the following rows:

| 1-Intersection | 2-Direction | 3-Prohibited Turn |
|------------------------------------|-------------|-------------------|
| Adelaide Street N with King Street | Southbound | Right |

| | | |
|--|-------------------------|--------------|
| Adelaide Street N with King Street | Northbound | Left |
| Adelaide Street N with King Street, that portion lying east of the Adelaide Street N Overpass with King Street | Northbound | Left |
| Richmond Street with Dundas Street | Northbound & Southbound | Left & Right |

Schedule 11 (Prohibited Turns) of the PS-114 By-law is hereby amended by **adding** the following rows:

| 1-Intersection | 2-Direction | 3-Prohibited Turn |
|--|-------------------------|----------------------|
| Adelaide Street N with King Street | Southbound | Right Buses Exempted |
| Adelaide Street N with King Street | Northbound | Left Buses Exempted |
| Adelaide Street N with King Street, that portion lying east of the Adelaide Street N Overpass with King Street | Northbound | Left Buses Exempted |
| Ontario Street with King Street | Southbound | Right Buses Exempted |
| Richmond Street with Dundas Street | Northbound & Southbound | Left |

3. Reserved Lanes

Schedule 13 (Reserved Lanes) of the PS-114 By-law is hereby amended by **adding** the following rows:

| 1-Highways | 2-Between | 3-Lane | 4-Time/Day | 5-Direction | 6-Class/Type of Vehicle |
|-------------|---|-------------------------------------|------------|-------------|-------------------------|
| King Street | Wellington Street to a point 35 m west of Colborne Street | 1 st lane from the south | Anytime | Eastbound | Buses and Bicycles |
| King Street | Colborne Street to a point 35 m west of Maitland Street | 1 st lane from the south | Anytime | Eastbound | Buses and Bicycles |
| King Street | Maitland Street to a point 52 m west of William Street | 1 st lane from the south | Anytime | Eastbound | Buses and Bicycles |

| | | | | | |
|----------------|---|-------------------------------------|---------|------------|--------------------|
| King Street | William Street to a point 26 m west of Lyle Street | 1 st lane from the south | Anytime | Eastbound | Buses and Bicycles |
| King Street | Lyle Street to a point 50 m west of Glebe Street | 1 st lane from the south | Anytime | Eastbound | Buses and Bicycles |
| King Street | Glebe Street to a point 49 m west of Rectory Street | 1 st lane from the south | Anytime | Eastbound | Buses and Bicycles |
| King Street | Wellington Street to Ontario Street | 1 st lane from the north | Anytime | Westbound | Buses |
| Ontario Street | King Street to Dundas Street | 1 st lane from the west | Anytime | Southbound | Buses and Bicycles |
| Ontario Street | King Street to a point 62 north of King Street | 1 st lane from the east | Anytime | Northbound | Buses and Bicycles |

4. One-Way Streets

Schedule 16 (One-Way Streets) of the PS-114 By-law is hereby amended by **deleting** the following row:

| 1-Street | 2-From | 3-To | 4-Direction On |
|-------------|-----------------|----------------|----------------|
| King Street | Ridout Street N | Ontario Street | Eastbound |

Schedule 16 (One-Way Streets) of the PS-114 By-law is hereby amended by **adding** the following row:

| 1-Street | 2-From | 3-To | 4-Direction On |
|-------------|-----------------|-------------------|----------------|
| King Street | Ridout Street N | Wellington Street | Eastbound |

5. Rate of speed

Schedule 24 (Rate of Speed) of the PS-114 By-law is hereby amended by **deleting** the following rows:

| 1-Street | 2-From | 3-To | 4-Maximum Rate of Speed |
|---------------|-----------------|-------------------|-------------------------|
| Dundas Street | Ridout Street N | Wellington Street | 30 km/h |
| Evelyn Drive | Rebecca Road | East City Limit | 40 km/h |
| Rebecca Road | Evelyn Drive | Robin's Hill Road | 40 km/h |

Schedule 24 (Rate of Speed) of the PS-114 By-law is hereby amended by **adding** the following rows:

| 1-Street | 2-From | 3-To | 4-Maximum Rate of Speed |
|--------------------|-------------------------------------|-------------------------------------|-------------------------|
| Dundas Street | Ridout Street N | Wellington Street | 20 km/h |
| Evelyn Drive | Rebecca Road | A point 100 m east of Rebecca Road | 40 km/h |
| Evelyn Drive | A point 100 m east of Rebecca Road | East City Limit | 80 km/h |
| Philip Aziz Avenue | Western Road | Huron Drive (PVT) | 30 km/h |
| Rebecca Road | Evelyn Drive | A point 100 m north of Evelyn Drive | 40 km/h |
| Rebecca Road | A point 100 m north of Evelyn Drive | East City Limit | 80 km/h |

This by-law comes into force and effect on the day it is passed.

PASSED in Open Council on April 2, 2024.

Josh Morgan

Mayor

Michael Schulthess

City Clerk

First Reading – April 2, 2024
Second Reading – April 2, 2024
Third Reading – April 2, 2024