

TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 19, 2018
FROM:	KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER
SUBJECT:	AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW

RECOMMENDATION

That on the recommendation of the Managing Director, Environmental & Engineering Services and City Engineer, the following actions be taken with respect to the Traffic and Parking By-law (PS-113):

- a) The proposed by-law, attached as Appendix A BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113);
- b) The proposed by-law, attached as Appendix B BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113) in order to implement 'No Stopping Anytime' zones in the vicinity of the London International Airport for Airshow London 2018 from September 7 to September 9, 2018;
- c) The proposed by-law, attached as Appendix C BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113) in order to remove the 'No Stopping Anytime' zones previously approved for Airshow London 2018 effective September 10, 2018;
- d) The proposed by-law, attached as Appendix D BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113) in order to implement an All-Way Stop Control at the intersection of Wonderland Road S and Glanworth Drive; and
- e) The proposed by-law, attached as Appendix E BE INTRODUCED at the Municipal Council meeting to be held on June 26, 2018 for the purpose of amending the Traffic and Parking By-law (PS-113) in order to replace the All-Way Stop Control at the intersection of Wonderland Road S and Glanworth Drive with a Two-Way Stop Control on Glanworth Drive at Wonderland Road S. effective October 15, 2018.

2015-19 STRATEGIC PLAN

The following report supports the Strategic Plan through the strategic focus area of **Building a Sustainable City** by improving safety, traffic operations and residential parking needs in London's neighbourhoods.

BACKGROUND

The Traffic and Parking By-law (PS-113) requires amendments to address traffic safety, operations and parking concerns. The following amendments are proposed:

1. **Airshow London 2018**

Staff received a request from the Airshow London 2018 organizers and the Parking Office to implement 'No Stopping Anytime' zones on key streets near the London International Airport during the show. These changes were implemented for the Airshow London 2017 event and determined to be successful by event organizers and Parking Enforcement. The changes are to be in place from September 7th, 2018 to September 9th, 2018. The 'No Stopping Anytime' signs will be removed after September 10th, 2018. The following are the recommended temporary 'No Stopping Anytime' zones:

- Both sides of Creamery Road north from Dundas Street to the north limit of Creamery Road;
- Both sides of Dundas Street from Crumlin Sideroad to the east City limit;
- Both sides of Evelyn Drive from Rebecca Road to the east City limit;
- Both sides of Kostis Avenue from Dundas Street to north limit;
- Both sides of Rebecca Road from Robin's Hill Road to Evelyn Drive; and
- Both sides of Robin's Hill Road from Crumlin Sideroad to Huron Street.

The London Police Services will close Crumlin Sideroad and Robin's Hill Road north of Huron Street during Airshow London 2018.

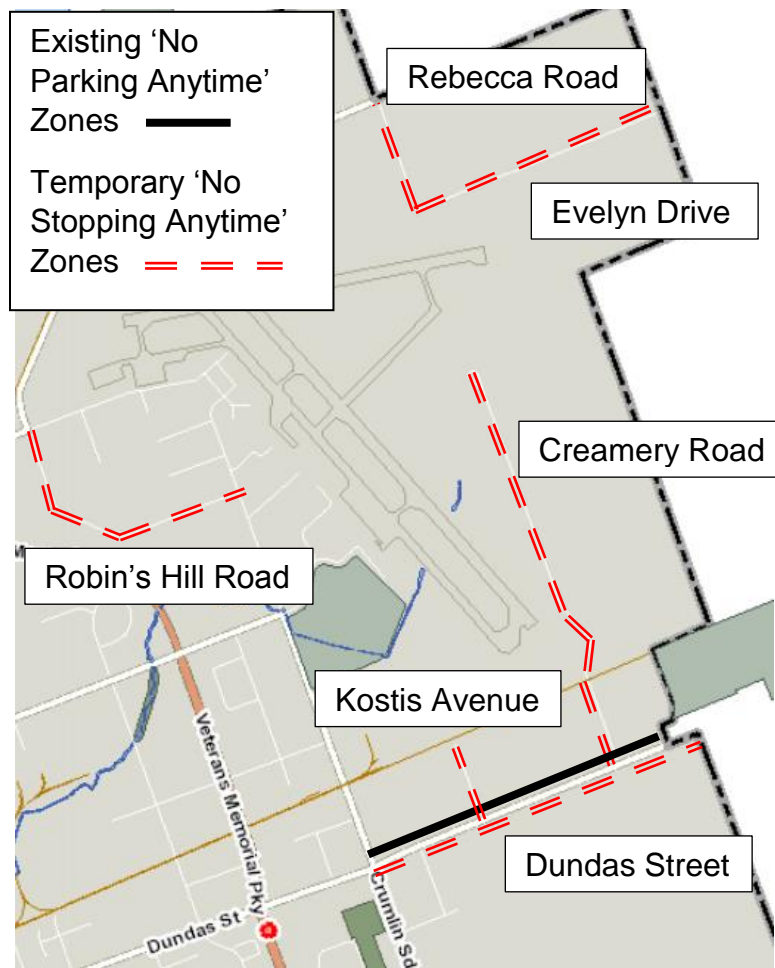


Figure 1: Temporary 'No Stopping Anytime' zones for Airshow London 2018

Amendment are required to Schedule 1 (No Stopping) for the above changes.

2. London Transit

Rerouting of transit off Dundas Street to King Street and Queens Street resulted in changes to the existing London Transit Stop on Ridout Street N between King Street to Dundas Street that were addressed in a previous report. The bus stop on the west side of Ridout Street N immediately south of Dundas Street has been designated as a Transit Only lane. This lane help direct drivers on Dundas Street tuning onto Ridout Street N with positive guidance to the proper lanes. Creation of the Transit Only lane allows for the removal of the 'No Stopping from 7:00 am to 9:30 am and 3:30 pm to 6:30 pm' between Dundas Street and Queens Avenue. This change has the effect of improving the supply of available on-street parking at the west end of the Dundas Place Phase 1 construction project now underway.

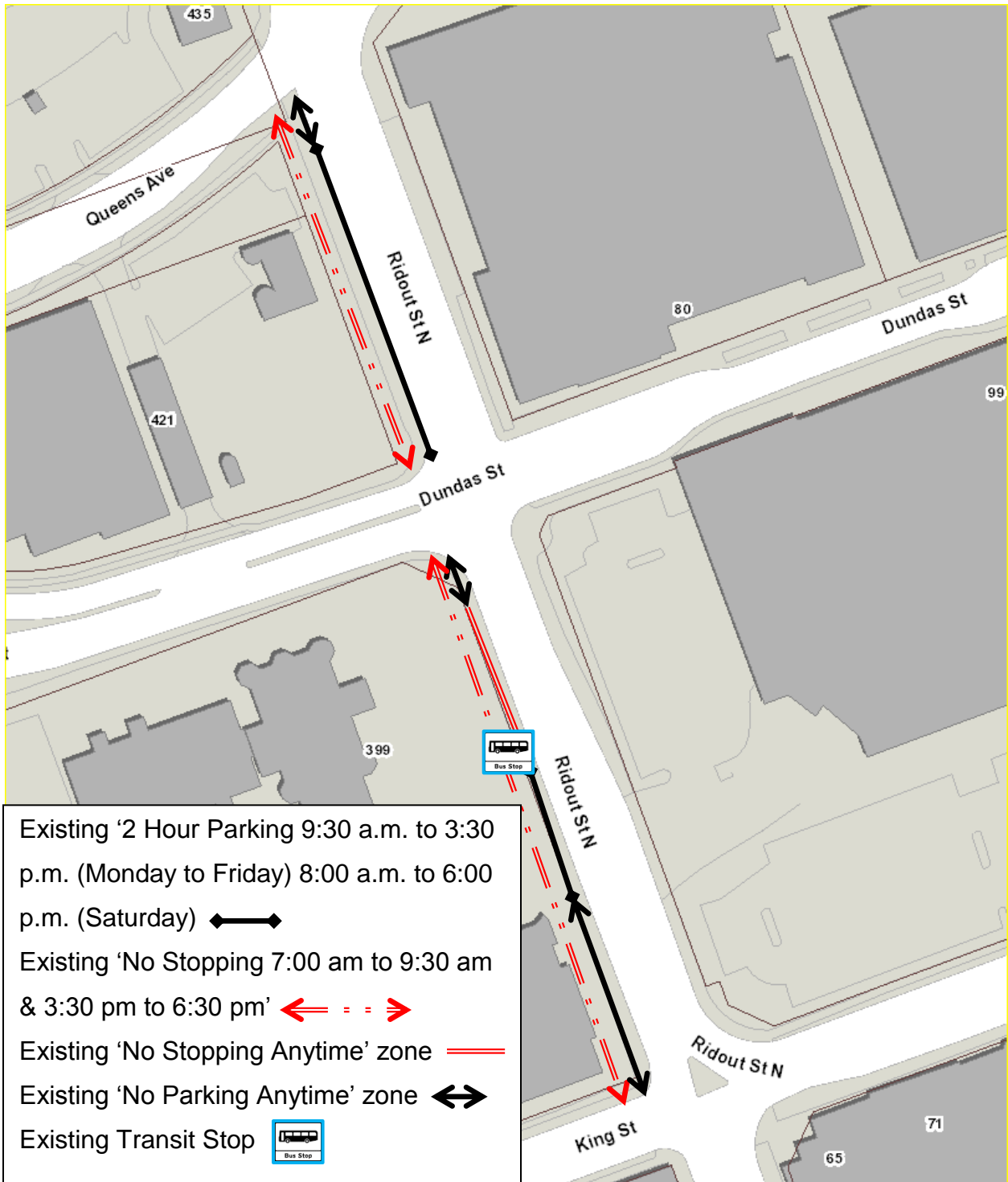


Figure 2: Existing Ridout Street N, King Street to Queens Avenue

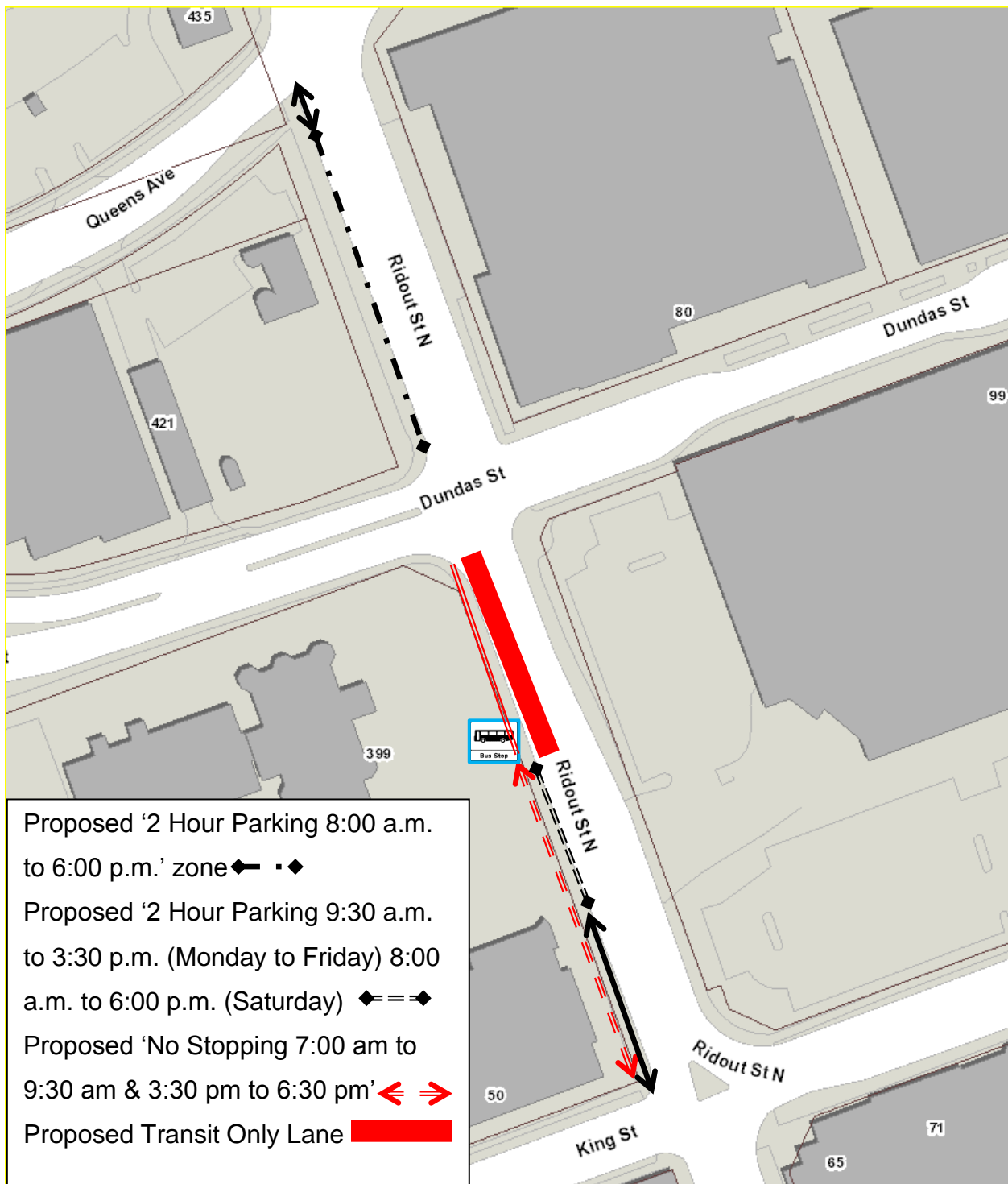


Figure 3: Proposed Ridout Street N, King Street to Queens Avenue

Amendments are required to Schedule 1 (No Stopping), Schedule 9.1 (Reserved Lanes), and Schedule 20 (On-Street 2 Hour Metered Zones) for the above changes.

3. Loading Zones

Staff received a request from the London Music Office to amend some existing Loading Zones and implement additional Loading Zones to improved access for unloading and loading of musical equipment. The following locations changes are proposed:

- South side of Dundas Street from 20 m east of English Street to 32 m east of English Street, replace the Existing 'Loading Zone 8:00 a.m. to 6:00 p.m.' with a 24 hour 'Loading Zone' Monday to Sunday;

- North side of King Street from 20 m east of Richmond Street to 40 m east of Richmond Street 24 hour 'Loading Zone' Monday to Sunday limit; and
- West side of Wellington Street from 25 m south of King Street to 40 m south of King Street 24 hour 'Loading Zone' Monday to Sunday.

Musician friendly loading zone signs will be installed to highlight that these locations are intended for musicians after 6:00 pm.



Figure 4: Dundas Street



Figure 5: King Street

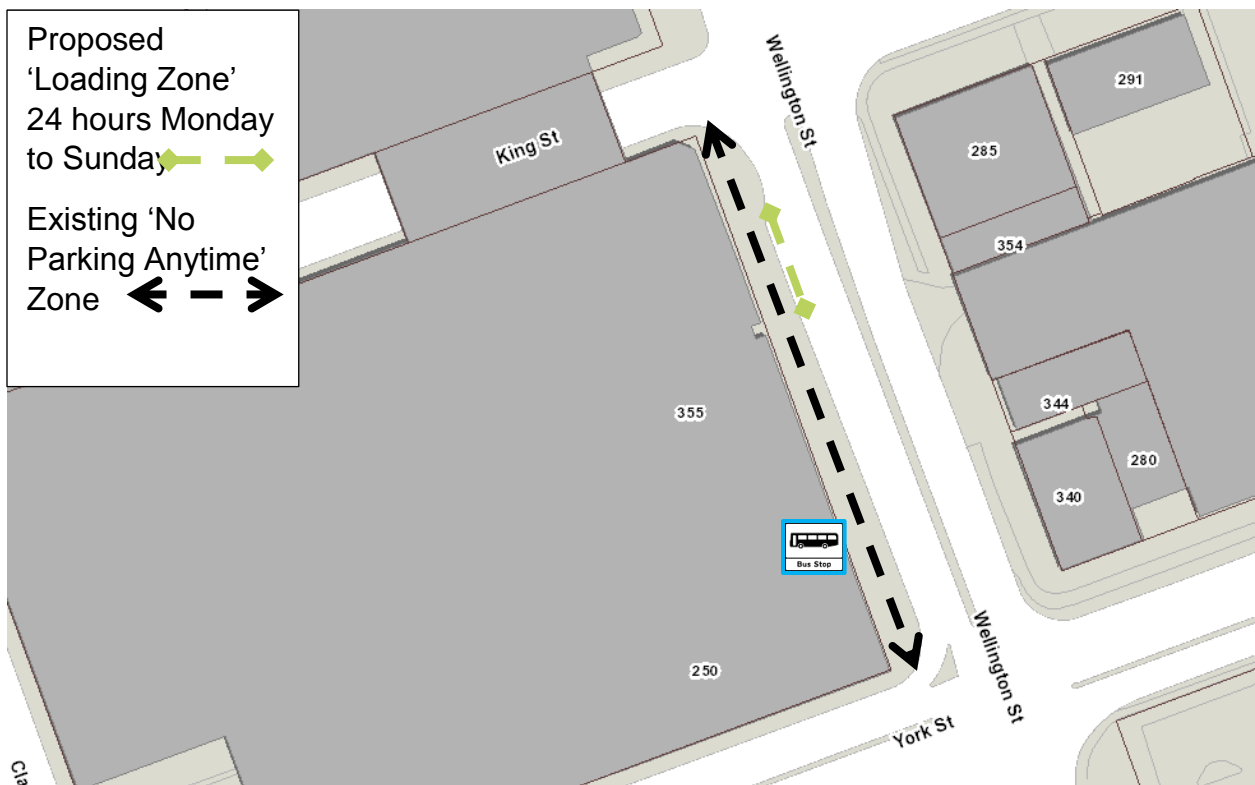


Figure 6: Wellington Street

Amendments are required to Schedule 5 (Prohibited Parking at Loading Zones), for the above changes.

4. Regulatory Signs

- a) Due to operational and safety concerns, it is recommended to replace the existing Yield Sign with a Stop Sign on Bourdeau Road at Purcell Drive.



Figure 7: Bourdeau Road at Purcell Drive

- b) Due to operational changes and safety concerns, the intersection of Epworth Avenue at Waterloo Street is being converted to an All-way Stop in conjunction with the relocation of the parking lot driveway to opposite Epworth Avenue.

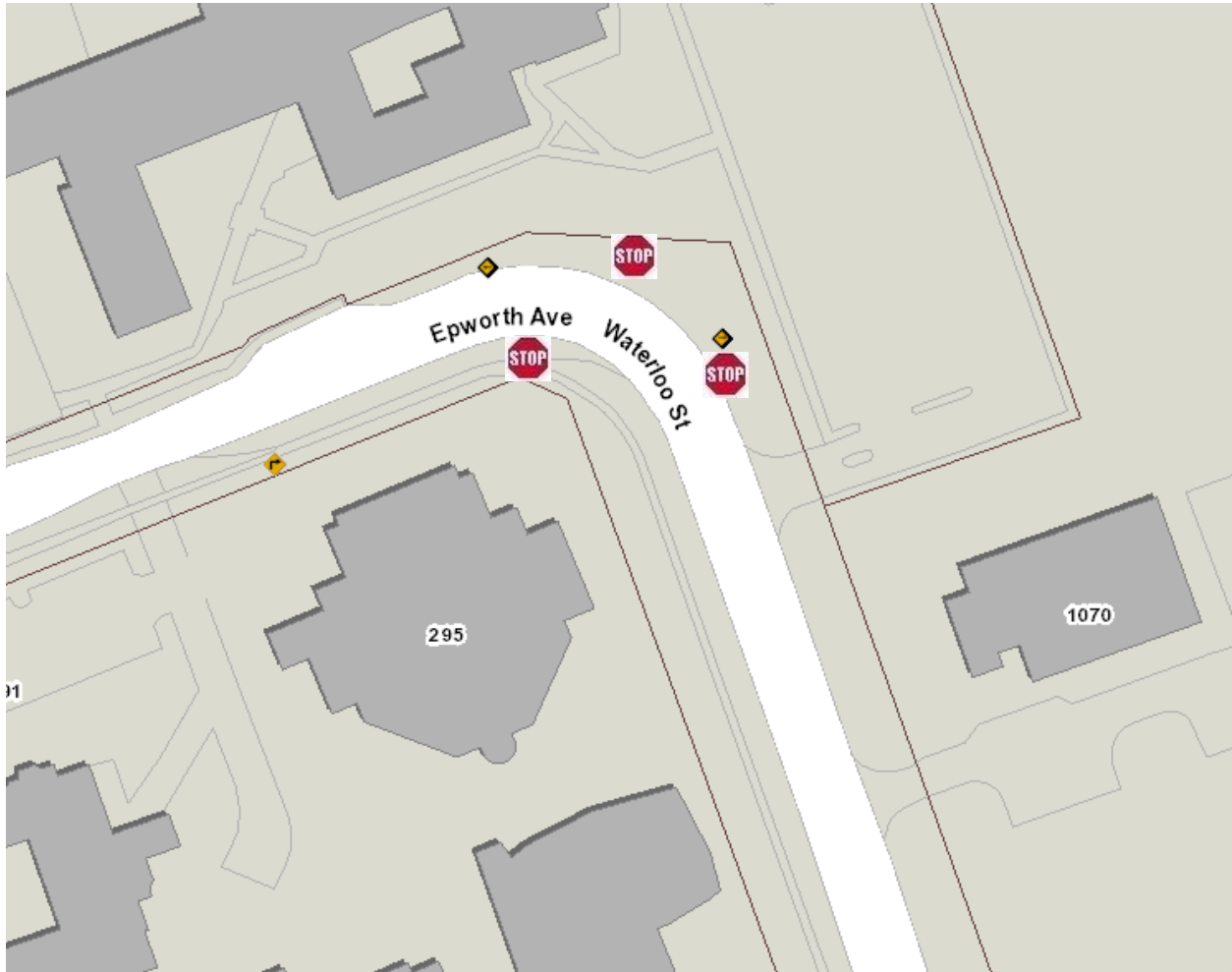


Figure 8: Epworth Avenue at Waterloo Street

- c) Due to operational changes associated with the construction of the Highway 401 interchange, the intersection of Wonderland Road S at Glanworth Drive is being converted from a Two-way Stop on Wonderland Road S for northbound and southbound traffic to a Two-way Stop on Glanworth Drive for eastbound and westbound traffic.

Wonderland Road S between Harry White Drive to Manning Drive which includes Glanworth Drive is currently closed for road reconstruction. When Wonderland Road S is re-opened to traffic all traffic at the Glanworth Drive and Wonderland Road S intersection will be required to stop for a minimum of 45 days ending October 15th, 2018. After October 15th, 2018 stop signs will be removed from Wonderland Road S; therefore, only traffic on Glanworth Drive will be required to stop. Notification signage of the new traffic control will remain in place until at least November 29th, 2018.

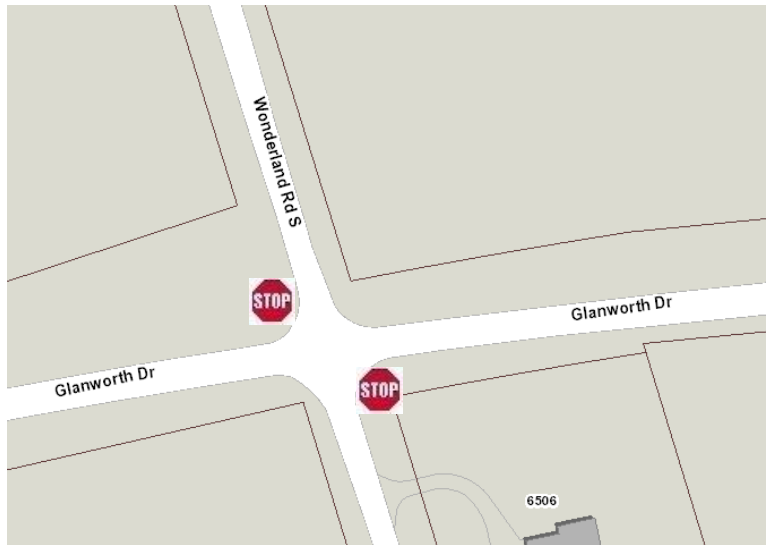


Figure 9: Existing Wonderland Road S at Glanworth Drive Two-Way Stop Control

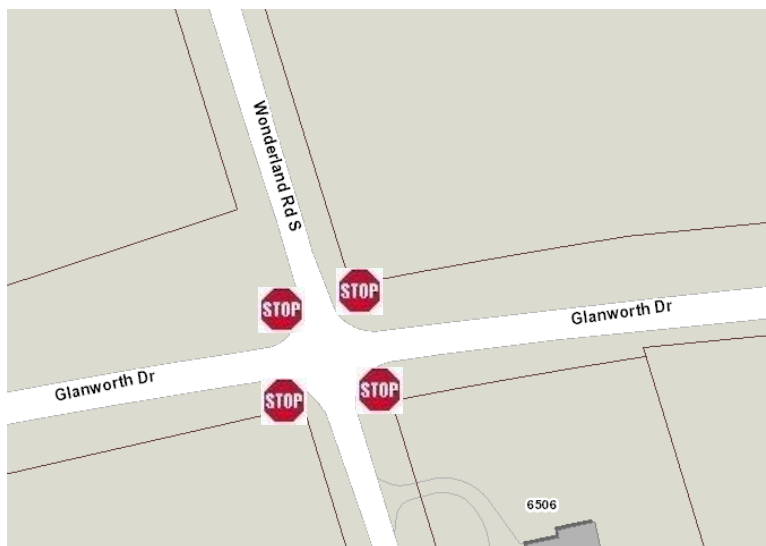


Figure 10: Proposed Wonderland Road S at Glanworth Drive All-Way Stop Control

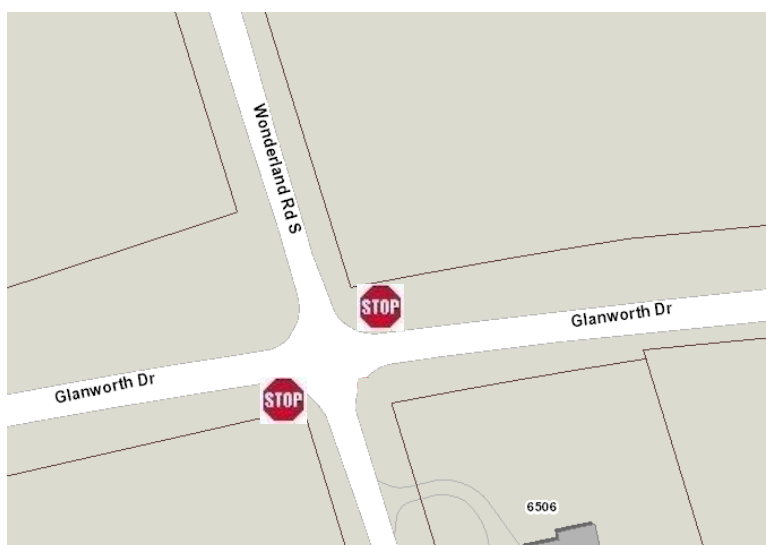


Figure 11: Proposed Glanworth Drive at Wonderland Road S Two-Way Stop Control

An amendment is required to Schedule 10 (Stop Signs), Schedule 11 (Yield Signs) and Schedule 13 (Through Highways) for the above changes.

5. Railway Crossings

Effective January 1st, 2020 new railway safety regulations come into effect. Municipalities have until then to bring railway crossings into compliance with the new regulations. A recent review conducted by Transport Canada identified two railway crossings without gates (Manning Drive and Brady Drive) that will require stop controls due to railway sightline issues. It is also recommended that the existing yield control on Brady Drive at Bradish Road be changed to stop control.



Figure 12: Proposed Stop on Brady Drive at Canadian National Railway Crossing and at Bradish Road

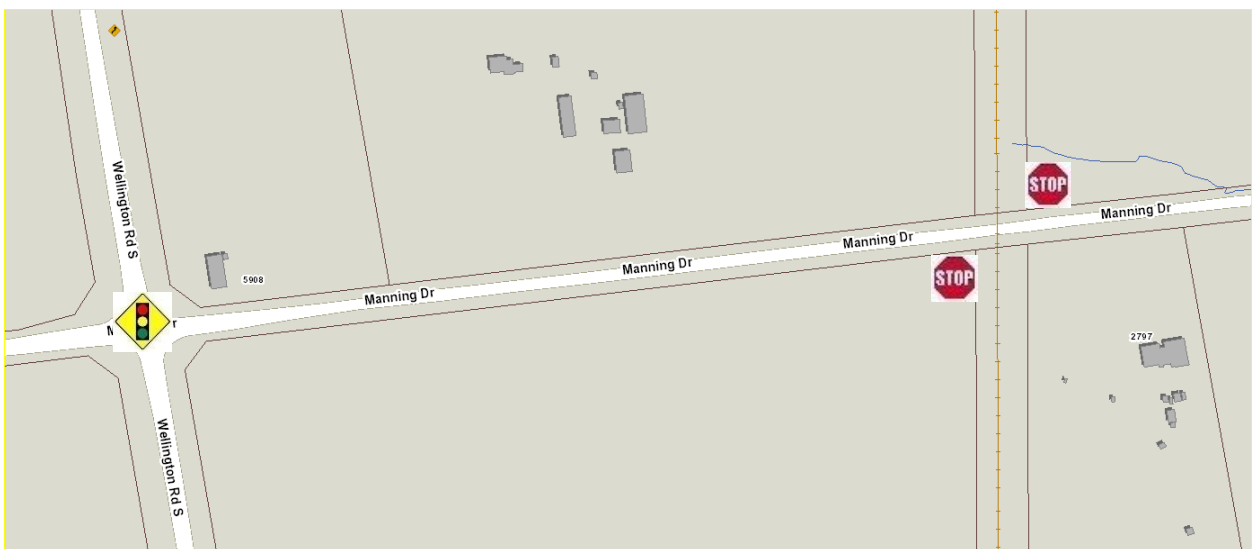


Figure 13: Proposed Stop on Manning Drive at Canadian National Railway Crossing

An amendment is required to Schedule 10 (Stop Signs) for the above changes.

6. Pedestrian Cross Over (PXO)

Pedestrian crossing studies were conducted at the following locations, which concluded PXO's are warranted:

- Adelaide Street S at the north side of the intersection with Osgoode Drive (second intersection);

- Blackacres Boulevard at 53 m north of Yardley Wood Road (north intersection);
- Cedarhollow Boulevard at 70 m south of Guinness Way;
- Commissioners Road W at 70 m west of Stephen Street;
- Edmonton Street at the south side of the intersection with Hilton Avenue;
- Gore Road at the east side of the intersection with Montebello Drive;
- Grenfell Drive at the west side of the intersection with Devos Drive;
- Huron Street at the west side of the intersection with Belfield Street;
- Kains Road at the west side of the intersection with Kains Road;
- Kains Road at the north side of the intersection with Tigerlily Road;
- Kipps Lane at 175 m east of Adelaide Street N;
- McNay Street at the north side of the intersection with Rabb Street;
- Notre Dame Drive at Ensign Drive
- Regal Drive at the north side of the intersection with Melasandra Avenue;
- Riverbend Road at 160 m south of Kains Road;
- Sandford Street at the north side of the intersection with Beckworth Avenue;
- Sherwood Forest Square at 175 m west of Wonderland Road N.;
- Trafalgar Street at the east side of the intersection with Condor Court; and
- Trafalgar Street at 37 m west of Thorne Avenue.

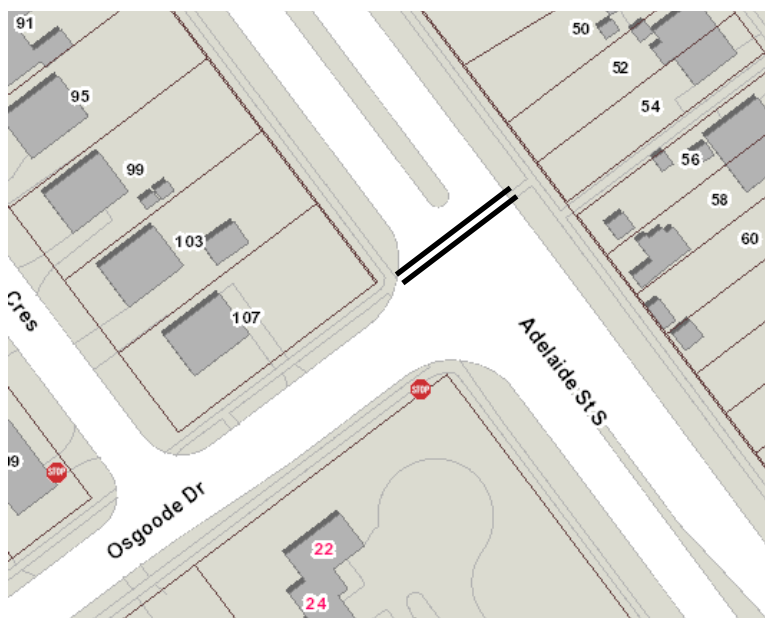


Figure 14: Type B PXO, Adelaide Street S at Osgoode Drive (second intersection)



Figure 15: Type D PXO, Blackacres Boulevard at Yardley Woods

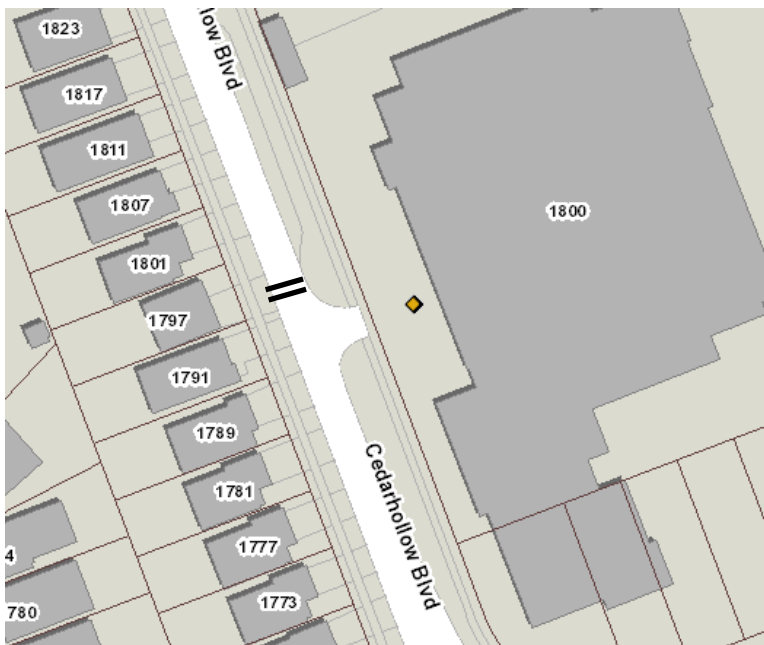


Figure 16: Type D PXO, Cedarhollow Boulevard

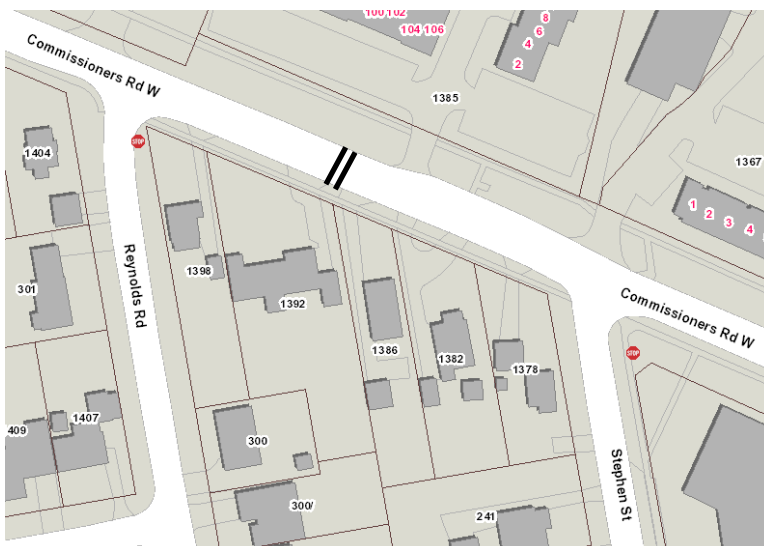


Figure 17: Type B PXO, Commissioners Road W



Figure 18: Type D PXO, Edmonton Street at Hilton Avenue



Figure 19: Type B PXO, Gore Road at Montebello Drive

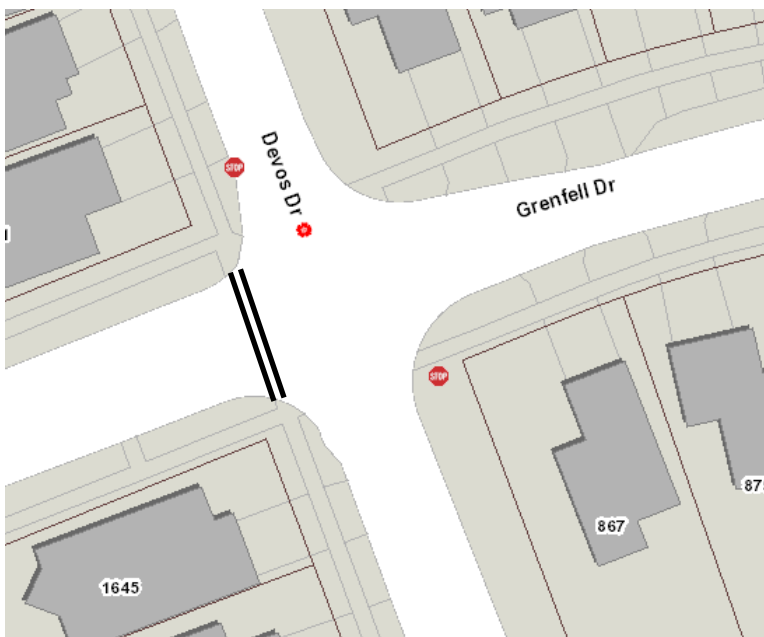


Figure 20: Type D PXO, Grenfell Drive at Devos Drive

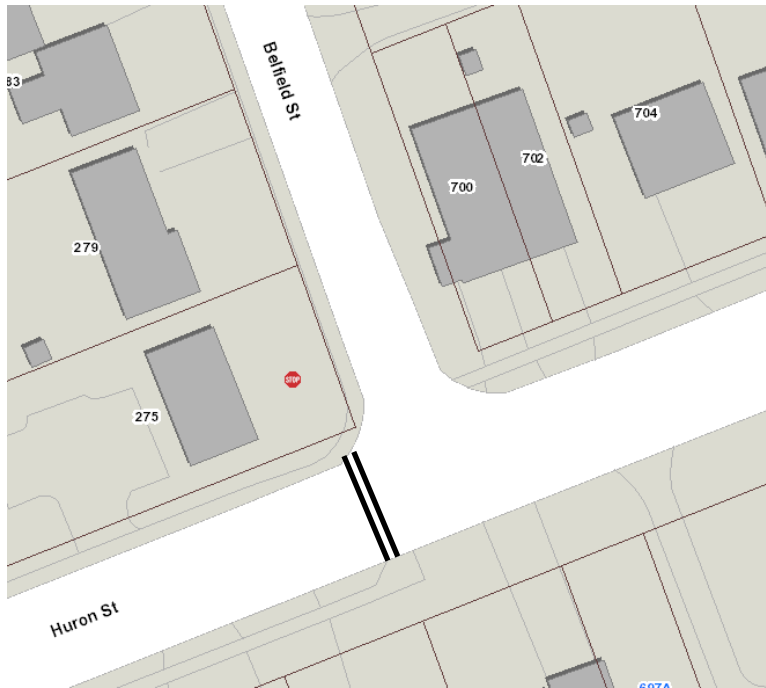


Figure 21: Type B PXO, Huron Street at Belfield Street



Figure 22: Type D PXO, Kains Road at Riverbend Road



Figure 23: Type D PXO, Kains Road at Tigerlily Road

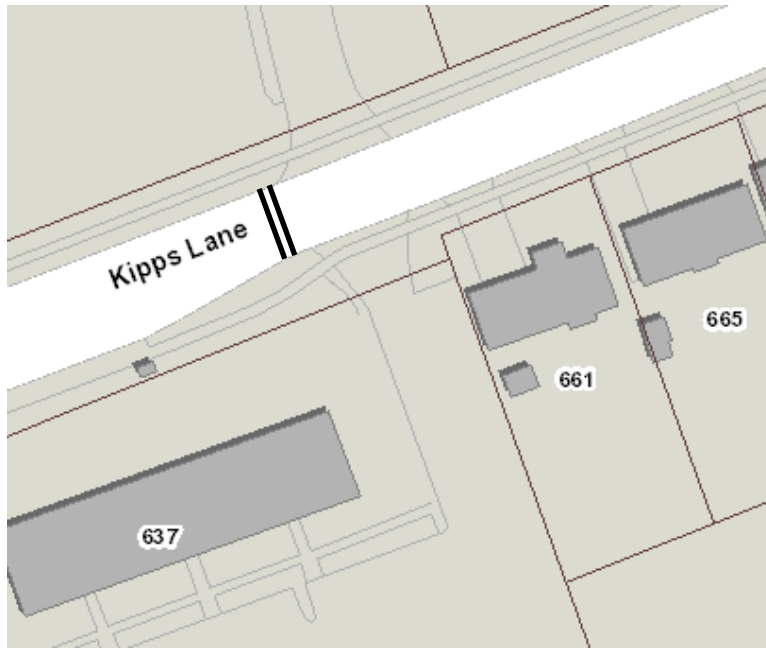


Figure 24: Type C PXO, Kipps Lane at 175 m east of Adelaide Street N

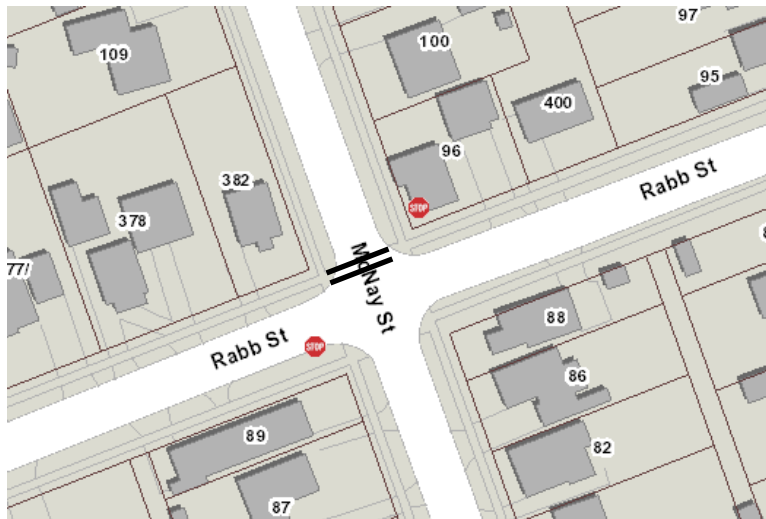


Figure 25: Type D PXO, McNay Street at Rabb Street



Figure 26: Type D PXO, Notre Dame Drive at Ensign Drive



Figure 27: Type D PXO, Regal Drive at Melsandra Avenue



Figure 28: Type D PXO, Riverbend Road at 160 m south of Kains Road



Figure 29: Type B PXO, Sandford Street @ Beckworth Avenue

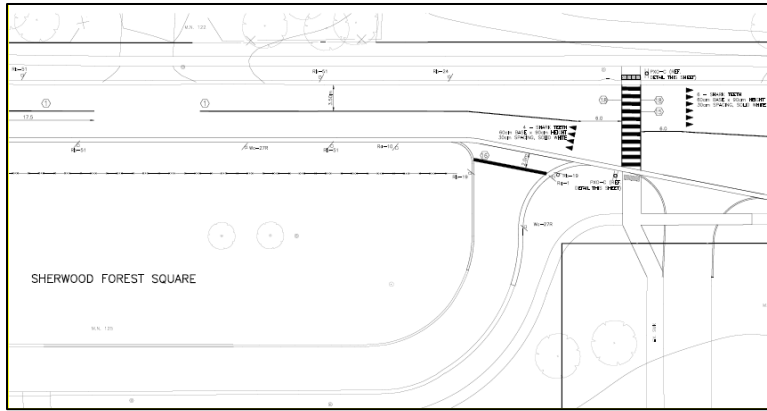


Figure 30: Type C PXO, Sherwood Forest Square



Figure 31: Type B PXO, Trafalgar Street at Condor Court

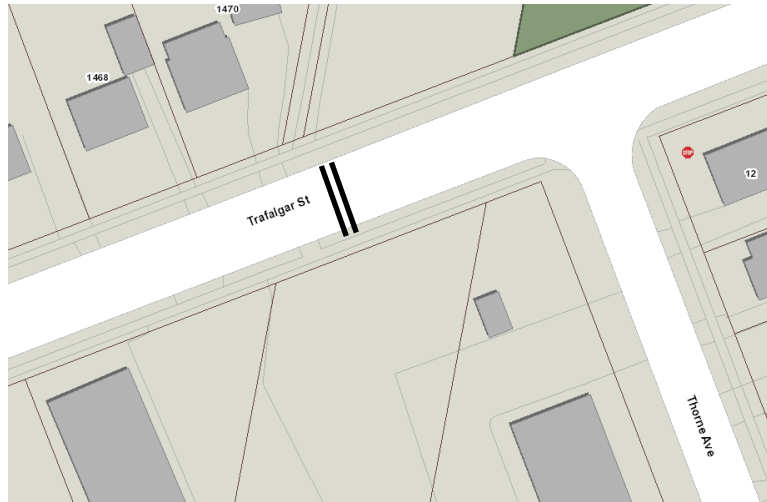


Figure 32: Type B PXO, Trafalgar Street at 37 m west of Thorne Avenue

Amendments are required to Schedule 13.1 (Pedestrian Crossover) for the above changes.

This report was prepared by Doug Bolton and Shane Maguire of the Roadway Lighting & Traffic Control Division.

PREPARED BY:	REVIEWED & CONCURRED BY:
SHANE MAGUIRE, P. ENG. DIVISION MANAGER, ROADWAY LIGHTING & TRAFFIC CONTROL	EDWARD SOLDI, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
RECOMMENDED BY:	
KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

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June 6, 2018/sm

Attach: Appendix A: Proposed Traffic & Parking By-Law Amendments
 Appendices B & C: Proposed Traffic & Parking By-Law Amendments
 (Airshow London 2018)
 Appendices D & E: Proposed Traffic & Parking By-Law Amendments
 (Glanworth Drive and Wonderland Road S)

cc. City Solicitor's Office
 Parking Office

APPENDIX A

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 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 Stopping

Schedule 1 (No Stopping) of the By-law PS-113 is hereby amended by **deleting** the following rows:

Ridout Street N	West	Queens Avenue	A point 69 m north of King St	7:00 am to 9:30 am & 3:30 pm to 6:30 pm
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Schedule 1 (No Stopping) of the By-law PS-113 is hereby amended by **adding** the following rows:

Ridout Street N	West	A point 55 m south of Dundas Street	Dundas Street	7:00 a.m. to 9:30 a.m. & 3:30 p.m. to 6:30 p.m.
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2. Loading Zones

Schedule 5 (Loading Zones) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Dundas Street	South	A point 20 m east of English Street to a point 32 m east of English Street	8:00 a.m. to 6:00 p.m.
King Street	North	From a point 18 m east of Richmond Street to a point 30 m east of said street	8:00 a.m. to 6:00 p.m.

Schedule 5 (Loading Zones) of the PS-113 By-law is hereby amended by **adding** the following rows:

Dundas Street	South	A point 20 m east of English Street to a point 32 m east of English Street	Monday to Sunday
King Street	North	A point 18 m east of Richmond Street to a point 30 m east of Richmond Street	Monday to Sunday
Wellington Street	West	A point 25 m south of King Street to a point 40 m south of King Street	Monday to Sunday

3. Reserved Lanes

Schedule 9.1 (Reserved Lanes) of the PS-113 By-law is hereby amended by **adding** the following rows:

Ridout Street N	A point 55m south of Dundas Street to Dundas Street	1 st lane from west	Anytime	Southbound	Transit
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4. Stop Sign Locations

Schedule 10 (Stop Signs) of the PS-111 By-law is hereby amended by **deleting** the following:

In addition to the provisions of the *Highway Traffic Act* requiring stop signs at intersections on through streets, stop signs shall also be installed facing the traffic proceeding in the directions indicated in Column 1 of Schedule 10 of this by-law, on the streets set out in Column 2 thereof, at the intersecting streets set out in Column 3 thereof.

Schedule 10 (Stop Signs) of the PS-111 By-law is hereby amended by **adding** the following:

In addition to the provisions of the *Highway Traffic Act* requiring stop signs at intersections on through streets, stop signs shall also be installed facing the traffic proceeding in the directions indicated in Column 1 of Schedule 10 of this by-law, on the streets set out in Column 2 thereof, at the intersecting streets or railway crossings set out in Column 3 thereof.

Schedule 10 (Stop Signs) of the PS-111 By-law is hereby amended by **adding** the following rows:

Eastbound & Westbound	Brady Drive	Canadian National Railway, Mile 10.12 Talbot Spur, Dundas Subdivision
Northbound & Southbound	Bourdeau Road	Purcell Drive
Eastbound & Westbound	Epworth Avenue	Waterloo Street
Eastbound & Westbound	Manning Drive	Canadian National Railway Mile 8.47 Talbot Spur, Dundas Subdivision
Northbound	Waterloo Street	Epworth Avenue

5. Yield Sign Locations

Schedule 11 (Yield Signs) of the PS-111 By-law is hereby amended by **deleting** the following rows:

Northbound & Southbound	Bourdeau Road	Purcell Drive
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6. Pedestrian Crossovers

Schedule 13.1 (Pedestrian Crossovers) of the PS-113 By-law is hereby amended by **adding** the following rows:

Adelaide Street S	At north side of the intersection with Osgoode Drive (second intersection)
Blackacres Road	A point 53 m north of Yardley Wood Road (north intersection)
Cedarhollow Boulevard	A point 70m south of Guinness Way
Commissioners Road W	A point 70 m west of Stephen Street
Edmonton Street	At the south side of the intersection with Hilton Avenue
Gore Road	At the east side of the intersection with Montebello Drive
Grenfel Drive	At the west side of the intersection with Devos Drive
Huron Street	At the west side of the intersection with Belfield Street
Kains Road	At the west side of the intersection with Kains Road
Kains Road	At the north side of the intersection with Tigerlily Road

Kipps Lane	A point 175 m east of Adelaide Street N
McNay Street	At the north side of the intersection with Rabb Street
Notre Dame Drive	At the north side of the intersection with Ensign Drive
Regal Drive	At the north side of the intersection with Melsandra Avenue
Riverbend Road	At 160 m south of Kains Road
Sandford Street	At the north side of the intersection with Beckworth Avenue
Sherwood Forest Square	A point 175 m west of Wonderland Road N
Trafalgar Street	At the east side of the intersection with Condor Court
Trafalgar Street	At 37 m west of Thorne Avenue

7. 2 Hour Metered Zones

Schedule 20 (2 Hour Metered Zones) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Ridout Street N	West	Queens Avenue	King Street	9:00 a.m. to 4:00 p.m. (Monday to Friday) 8:00 a.m. to 6:00 p.m. (Saturday)
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Schedule 20 (2 Hour Metered Zones) of the PS-113 By-law is hereby amended by **adding** the following rows:

Ridout Street N	West	Queens Avenue	Dundas Street	8:00 a.m. to 6:00 p.m.
Ridout Street N	West	A point 55 m south of Dundas Street	King Street	9:30 a.m. to 3:30 p.m. (Monday to Friday) 8:00 a.m. to 6:00 p.m. (Saturday)

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

PASSED in Open Council on June 26, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

APPENDIX B

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

To add No Stopping Zones with respect to Airshow London 2018

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 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 Stopping

Schedule 1 (No Stopping) of the PS-113 By-law is hereby amended by **adding** the following rows:

Creamery Road	Both	Dundas Street	North limit of Creamery Road	Anytime
Dundas Street	Both	Crumlin Sideroad	East City limit	Anytime
Evelyn Drive	Both	Rebecca Road	East City limit	Anytime
Kostis Avenue	Both	Dundas Street	North limit of Kostis Avenue	Anytime
Rebecca Road	Both	Robin's Hill Road	Evelyn Drive	Anytime
Robin's Hill Road	Both	Crumlin Sideroad	Huron Street	Anytime

This by-law comes into force and effect on September 7, 2018.

PASSED in Open Council on June 26, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

APPENDIX C

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS 113)

To remove No Stopping Zones with respect to Airshow London 2018

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 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 Stopping

Schedule 1 (No Stopping) of the PS-113 By-law is hereby amended by **deleting** the following rows:

Creamery Road	Both	Dundas Street	North limit of Creamery Road	Anytime
Dundas Street	Both	Crumlin Sideroad	East City limit	Anytime
Evelyn Drive	Both	Rebecca Road	East City limit	Anytime
Kostis Avenue	Both	Dundas Street	North limit of Kostis Avenue	Anytime
Rebecca Road	Both	Robin’s Hill Road	Evelyn Drive	Anytime
Robin’s Hill Road	Both	Crumlin Sideroad	Huron Street	Anytime

This by-law comes into force and effect on September 10, 2018.

PASSED in Open Council on June 26, 2018.

Matt Brown

Mayor

Catharine Saunders

City Clerk

First Reading – June 26, 2018

Second Reading – June 26, 2018

Third Reading – June 26, 2018

APPENDIX D

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

To convert Wonderland Road S at Glanworth Road from a Two-Way Stop to an All-Way Stop

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 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. Through Highways

Schedule 13 (Through Highways) of the PS-111 By-law is hereby amended by **deleting** the following row:

Glanworth Drive	Morrison Road except at the intersection thereof with Glanworth Drive	East City Limit
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Schedule 13 (Through Highways) of the PS-111 By-law is hereby amended by **adding** the following row:

Glanworth Drive	Morrison Road	East City Limit
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This by-law comes into force and effect on July 30, 2018.

PASSED in Open Council on June 26, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018

APPENDIX E

BY-LAW TO AMEND THE TRAFFIC & PARKING BY-LAW (PS-113)

To convert Wonderland Road S at Glanworth Road from a Two-Way Stop to an All-Way Stop

Bill No.

By-law No. PS-113

A by-law to amend By-law PS-113 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. Through Highways

Schedule 13 (Through Highways) of the PS-111 By-law is hereby amended by **deleting** the following row:

Wonderland Road S	Morrison Road except at the intersection thereof with Glanworth Drive	South City Limit
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Schedule 13 (Through Highways) of the PS-111 By-law is hereby amended by **adding** the following row:

Wonderland Road S	Morrison Road except at the intersection thereof with Glanworth Drive	South City Limit
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This by-law comes into force and effect on October 15, 2018.

PASSED in Open Council on June 26, 2018

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – June 26, 2018
Second Reading – June 26, 2018
Third Reading – June 26, 2018