

<b>TO:</b>	<b>CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JUNE 18, 2019</b>
<b>FROM:</b>	<b>KELLY SCHERR, P. ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>
<b>SUBJECT:</b>	<b>AMENDMENTS TO THE TRAFFIC AND PARKING BY-LAW</b>

<b>RECOMMENDATION</b>
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That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the attached proposed by-laws (Appendix ‘A’ and ‘B’) **BE INTRODUCED** at the Municipal Council meeting to be held on June 25, 2019, for the purpose of amending the Traffic and Parking By-law (PS-113).

<b>2019-23 STRATEGIC PLAN</b>
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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.

<b>BACKGROUND</b>
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The Traffic and Parking By-law (PS-113) requires amendments (Appendix A) to address traffic safety, operations and parking concerns. The following amendments are proposed:

**1. Accessible Parking Stalls**

The new standard for accessible parking stalls includes an access aisle at the ends or beside the stall to allow people to enter and exit the vehicle without being impeded by other vehicles parked too close to the accessible stall. The current Traffic and Parking By-law requires the installation of ‘No Stopping Anytime’ signs delineating the area; however, there are many stalls that were constructed before these signs were required. Vehicles that park within these aisles can block access/egress to legally parked vehicles. In order to address this issue with these older parking stalls, it is recommended to amend the definition of “designated parking space” to include the access aisle. It is also recommended to add to Section 77 Parking Space for Disabled Persons, “no person shall park more than one vehicle in any one parking space at any one time” and “no person shall park a vehicle in a parking space that is partly or completely occupied by another vehicle”.

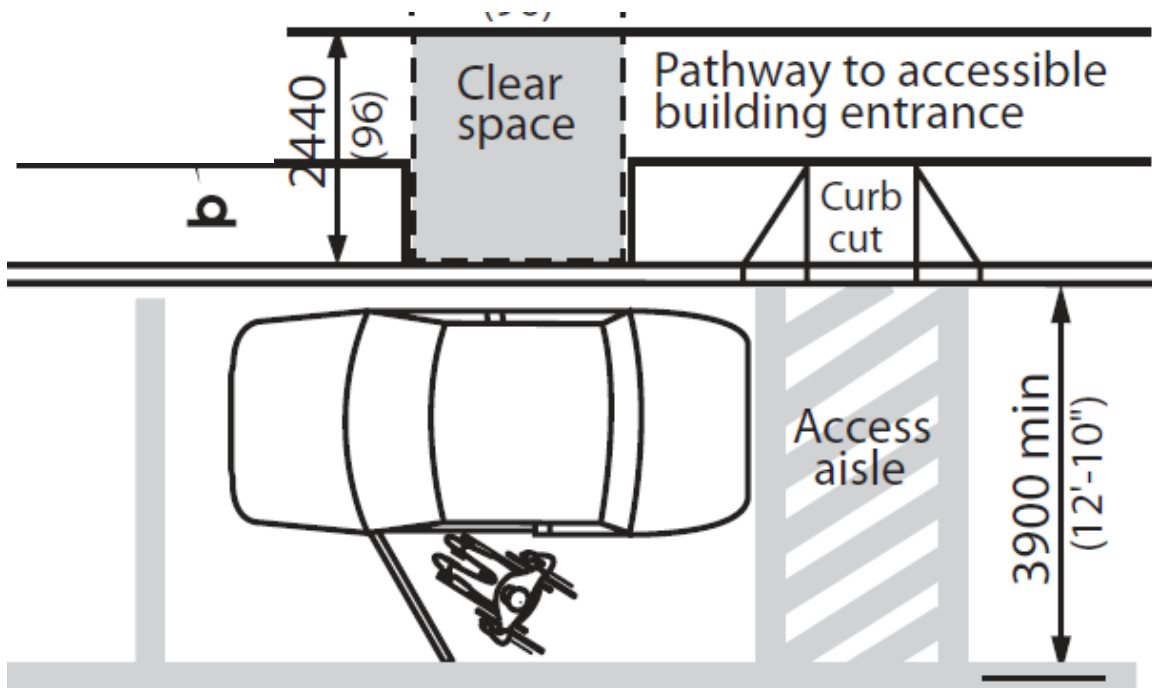


Figure 1: Example of a Rear Access Aisle



Figure 2: Accessible Stalls with Access Aisle Beside the Stall Without 'No Stopping Anytime' Signs

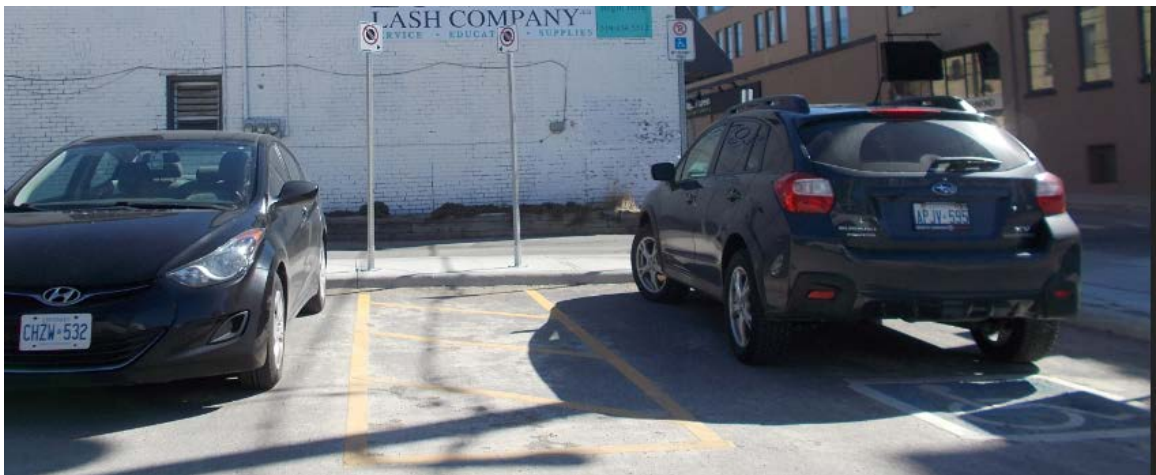


Figure 3: Accessible Stalls with Access Aisle Beside the Stall With 'No Stopping Anytime' Signs

Ammendments are required to PS-113 Traffic and Parking By-law Section 72 and Section 77 (Parking Space for Disabled Persons) to address the above changes.

## 2. No Parking Anytime

The 2019 New Sidewalk program includes the construction of a sidewalk on Jellicoe Crescent, which will reduce the travelled portion of the road from 8.5 m to 6.9 m. A new sidewalk is also to be constructed on Wayne Road reducing the travelled portion from 8.5 m to 6.6 m.

As a result of the road narrowing, 'No Parking Anytime' zones are recommended at the following locations:

- the east and north sides of Jellicoe Crescent from Wayne Road to 62 m north of Wayne Road; and
- the north side of Wayne Road from Jellicoe crescent to 45 m east of Jellicoe Crescent.

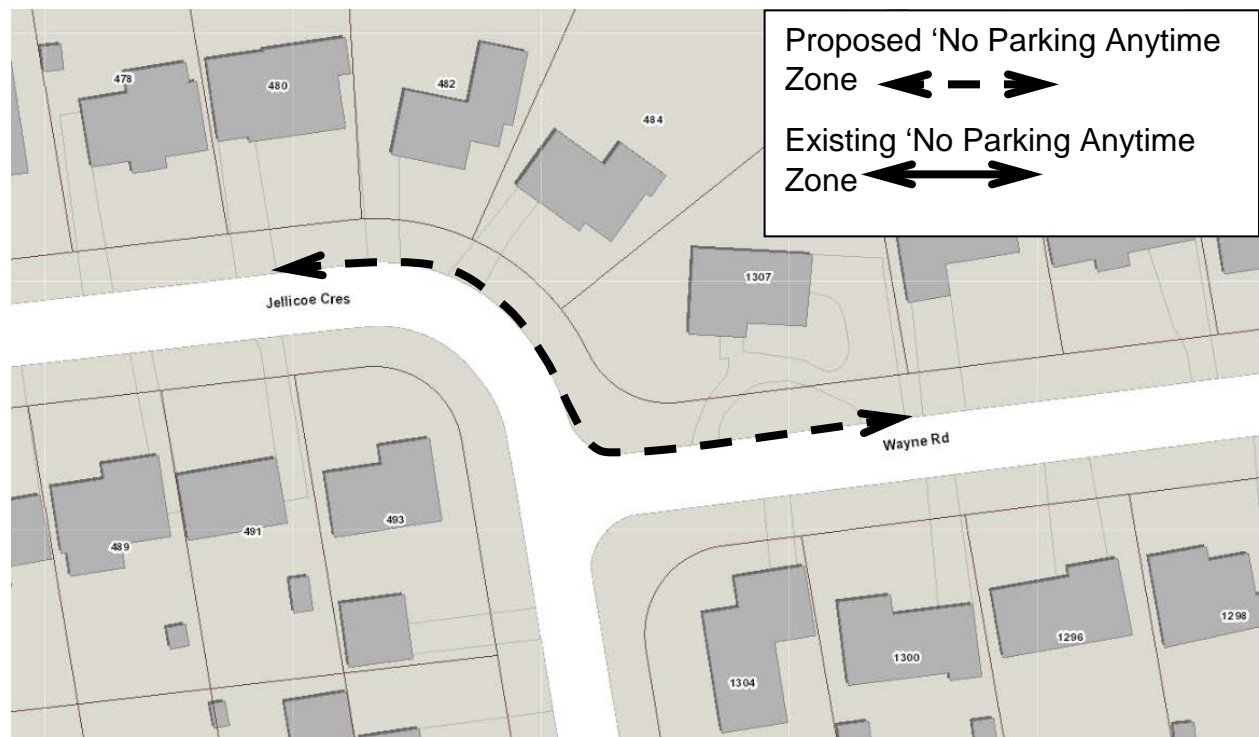


Figure 4: Jellicoe Crescent and Wayne Road

Amendments to No Parking (Schedule 2) are required to address the above changes.

3. Loading Zones

Picton Street

Staff received a request from the apartment building manager at 22 Picton Street to implement a ‘Loading Zone’ for the bay in front of the building due to vehicles parking for extended periods of time. The ‘Loading Zone’ will allow residents and visitors of the building to load and unload people and/or goods as necessary. There is an existing ‘No Parking Anytime’ zone for Picton Street adjacent to the bay which is enforceable for the street only.

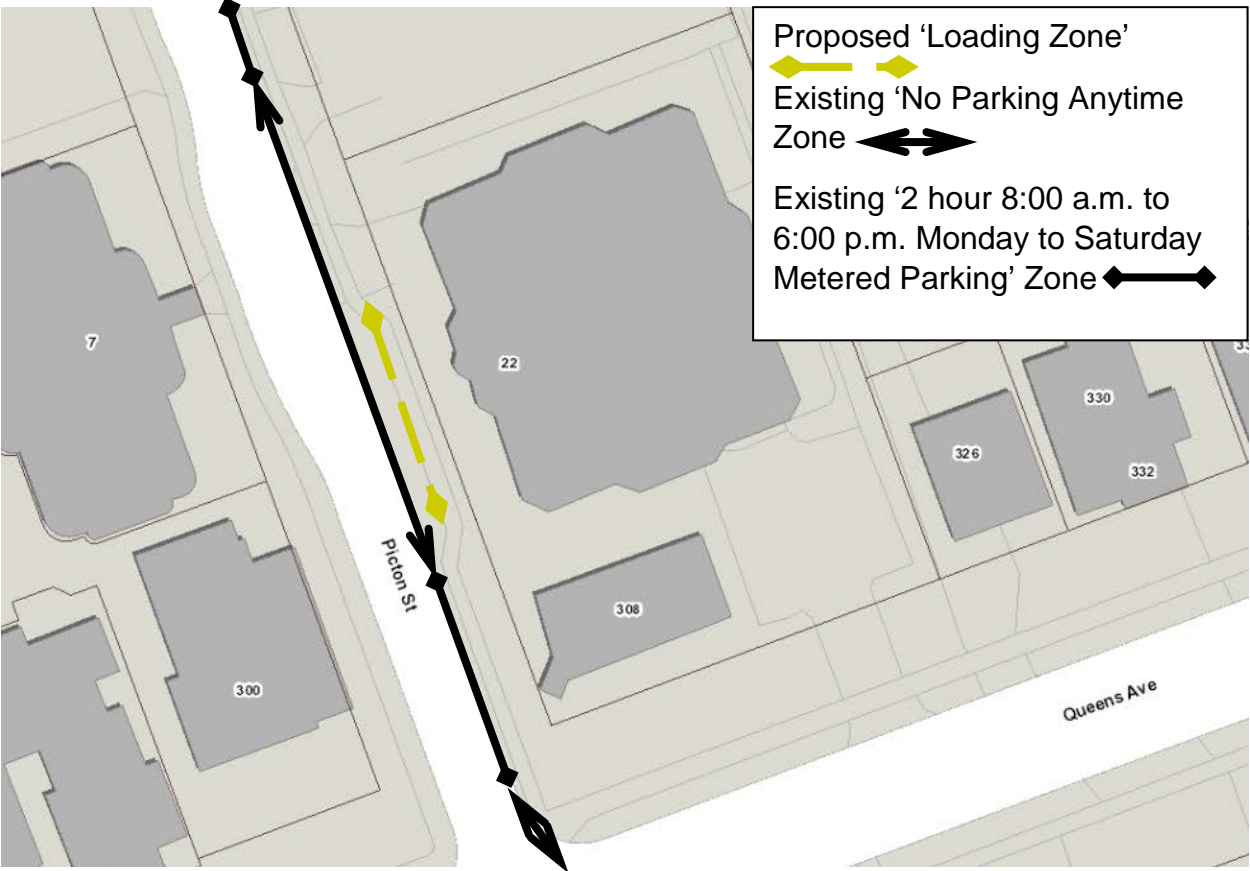


Figure 5: Picton Street

An ammendment to Schedule 5 (Loading Zones) is required to address the above change.

4. **Prohibited Turns**

Wonderland Road North at Sarnia Road

It is recommended that a ‘No U-Turn’ condition be implemented for all legs of the Wonderland Road North at Sarnia Road intersection to address identified safety concerns.



Figure 6: Wonderland Road North at Sarnia Road

An amendment is required to Schedule 8 (Prohibited Turns) to address the above change.



5. Regulatory Signs

Foxhollow Subdivision

Figure 6 shows the recommended traffic controls for the Foxhollow Subdivision.

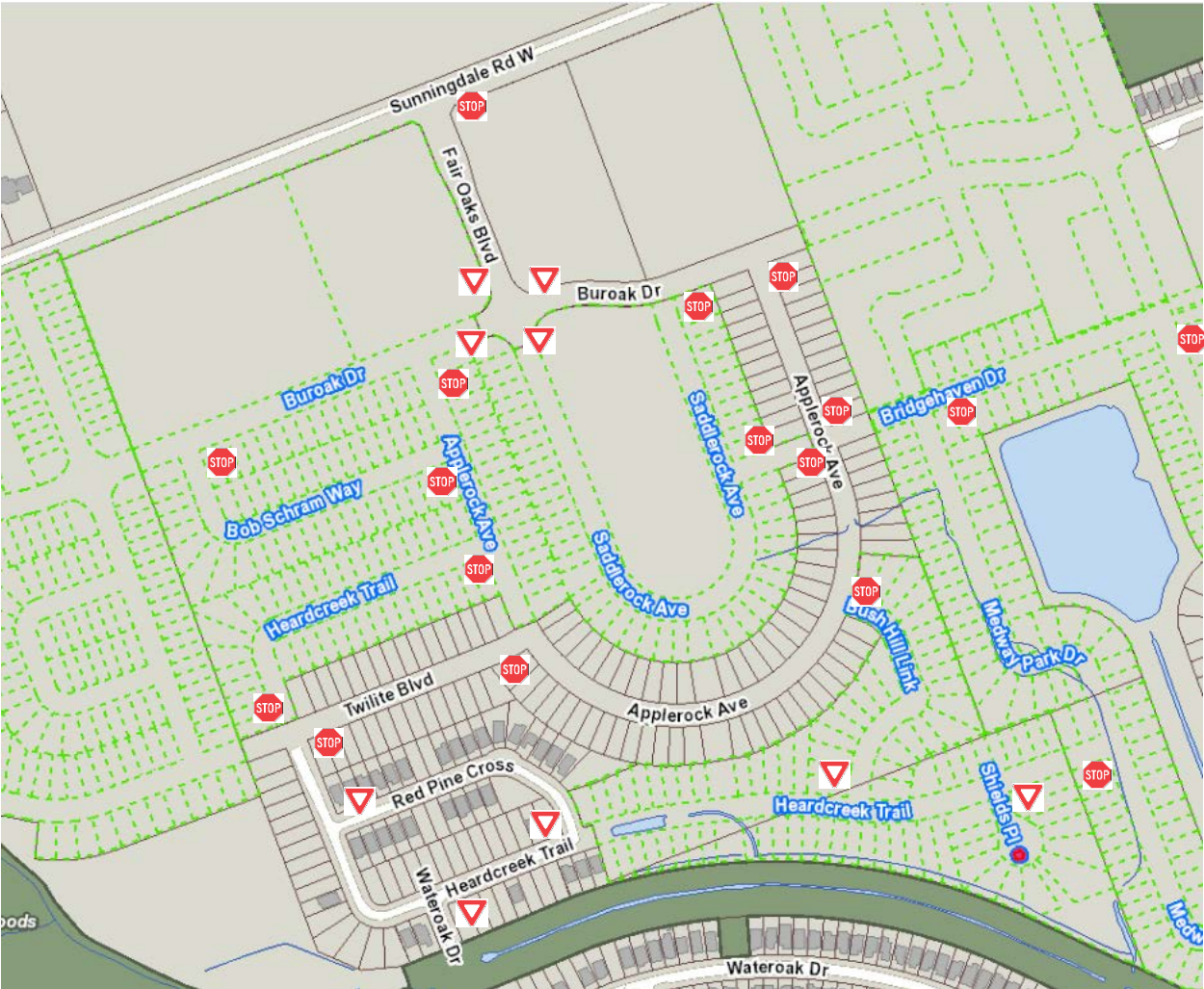


Figure 7: Foxhollow Subdivision

Amendments are required to Schedule 10 (Stop Signs), Schedule 11 (Yield Signs) and Schedule 13 (Through Highways) to implement the above.

6. **Bike Lane**

The 2019 construction plans include a separated bicycle lane on the south side of King Street from Ridout Street N to Colborne Street. The implementation of the bicycle lane requires changes to the permitted parking zones, loading zones, no parking zones and no stopping zones. The proposed by-law amendments are consistent with the plan approved by Municipal Council with the exception of additional parking stalls that have been recently added.

‘No right-turns on red’ are recommended at northbound Talbot Street at King Street, northbound Waterloo Street at King Street, northbound Colborne Street at King Street and westbound Queens Avenue at Colborne Street intersections to allow for two-stage crossings to allow cyclists to wait in a “bicycle box” before turning left.



Figure 8: Two Stage Bike Crossing

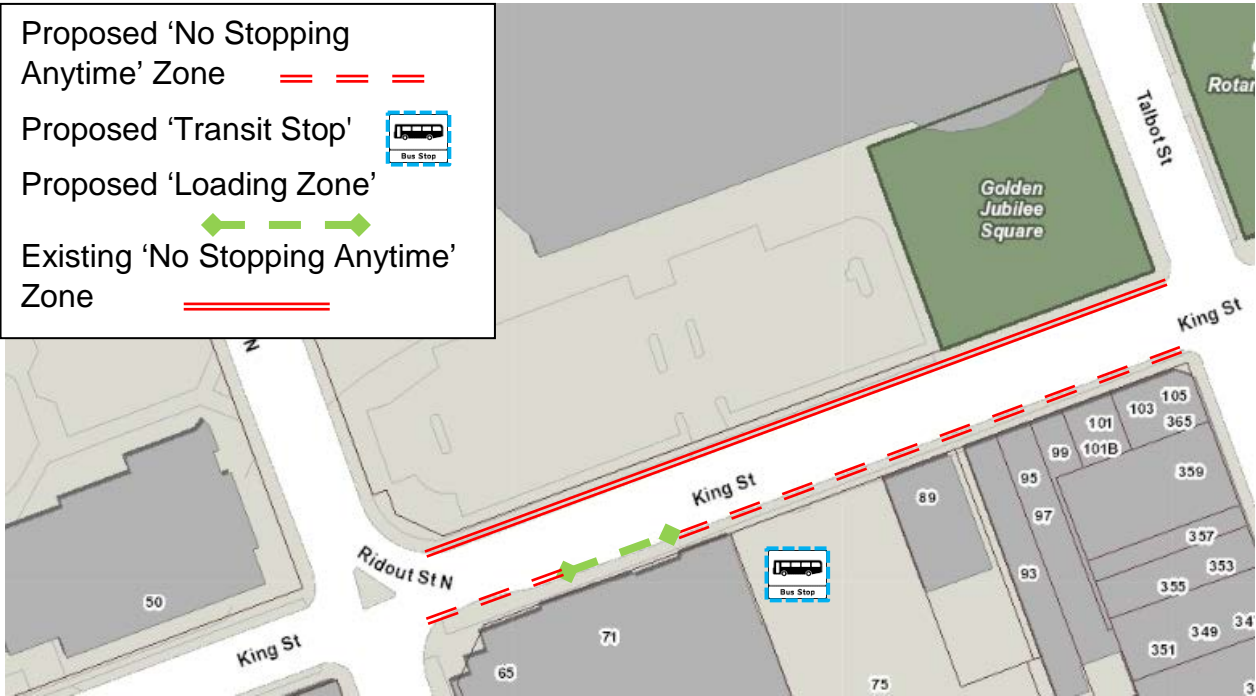


Figure 9: King Street from Ridout Street North to Talbot Street

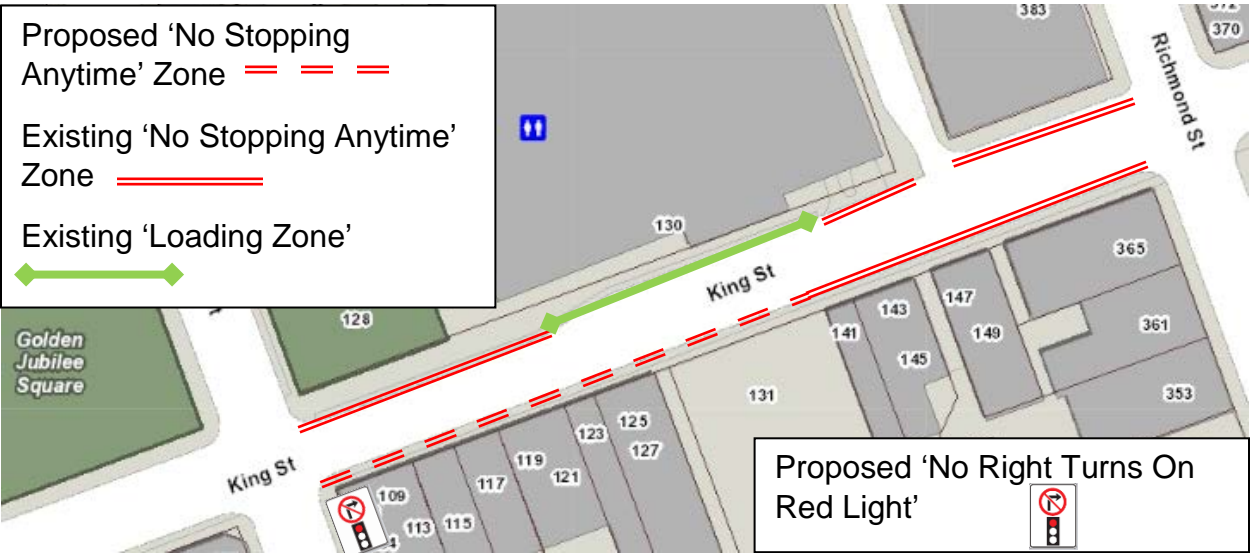


Figure 10: King Street from Talbot Street to Richmond Street



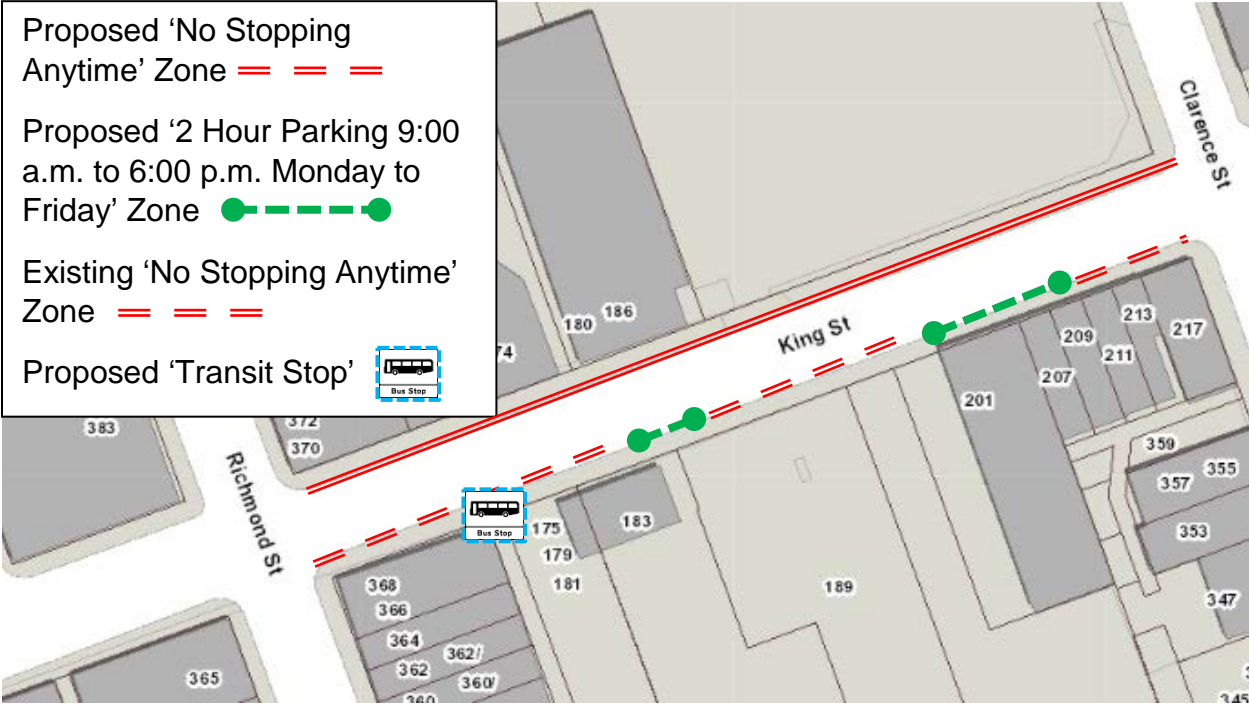


Figure 11: King Street from Richmond Street to Clarence Street

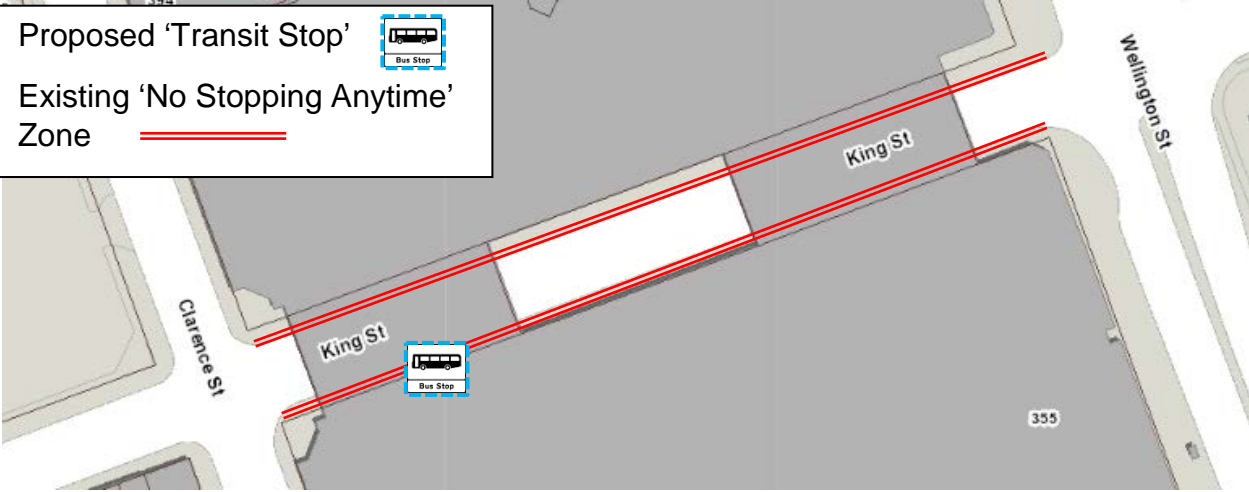


Figure 12: King Street from Clarence Street to Wellington Street

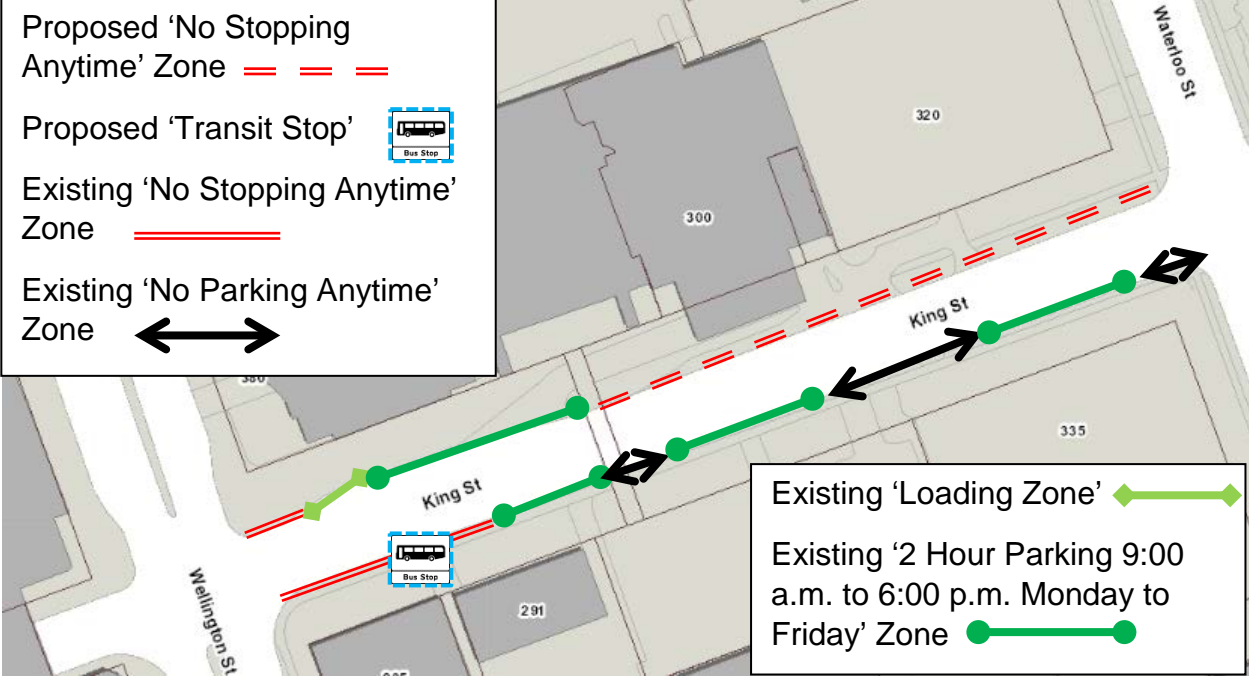


Figure 13: King Street from Wellington Street to Waterloo Street



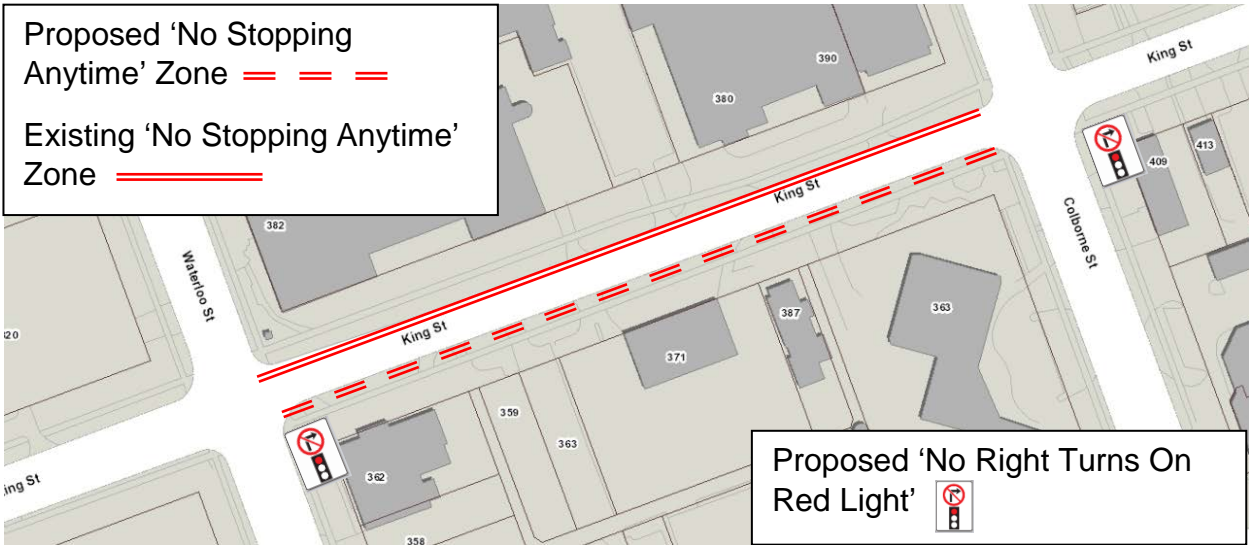


Figure 14: King Street from Waterloo Street to Colborne Street

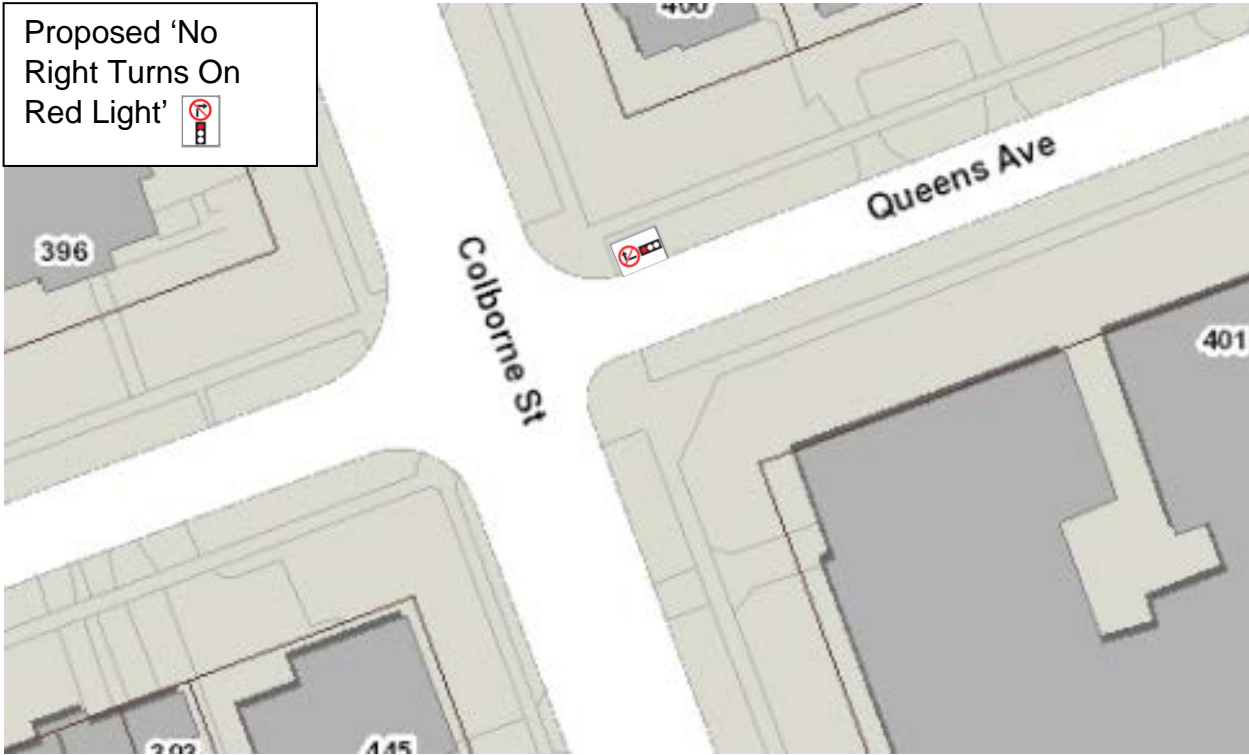


Figure 15: Colborne Street at Queens Avenue

Amendments to Schedule 1 (No Stopping), Schedule 2 (No Parking), Schedule 5 (Loading Zones), Schedule 8 (Prohibited Turns) and Schedule 20 (On-Street 2 Hour Metered Zones)

**ACKNOWLEDGEMENT:**

This report was prepared with the assistance of Doug Bolton of the Roadway Lighting and Traffic Control Division.

<b>PREPARED BY:</b>	<b>REVIEWED AND CONCURRED BY:</b>
<b>SHANE MAGUIRE, P. ENG. DIVISION MANAGER, ROADWAY LIGHTING AND TRAFFIC CONTROL</b>	<b>DOUG MACRAE, P.ENG., MPA DIRECTOR, ROADS AND TRANSPORTATION</b>
<b>RECOMMENDED BY:</b>	
<b>KELLY SCHERR, P.ENG., MBA, FEC MANAGING DIRECTOR, ENVIRONMENTAL AND ENGINEERING SERVICES AND CITY ENGINEER</b>	

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May 31, 2019/db

Attach:     Appendix ‘A’: Proposed Traffic and Parking By-Law Amendments  
              Appendix ‘B’: Proposed Traffic and Parking By-Law Amendments related  
                                  to Accessible Parking Stalls

cc.   City Solicitor’s Office  
      Parking Office

APPENDIX A

BY-LAW TO AMEND THE TRAFFIC AND 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 PS-113 By-law is hereby amended by **deleting** the following rows:

King Street	South	A point 53 m west of Talbot Street	Talbot Street	Anytime
King Street	South	A point 76 m west of Richmond Street	Richmond Street	Anytime
King Street	South	Clarence Street	A point 48 m east of Wellington Street	Anytime

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

King Street	South	Ridout Street N	A point 34 m east of Ridout Street N	Anytime
King Street	South	A point 54 m east of Ridout Street N	A point 71 m east of Richmond Street	Anytime



King Street	South	A point 77 m east of Richmond Street	A point 50 m west of Clarence Street	Anytime
King Street	South	A point 21 m east of Clarence Street	A point 44 m west of Wellington Street	Anytime
King Street	South	A point 95 m west of Waterloo Street	A point 55 m west of Waterloo Street	Anytime
King Street	South	A point 24 m west of Waterloo Street	Colborne Street	Anytime

2. **No Parking**

Schedule 2 (No Parking) of the PS-113 By-law is hereby amended by **adding** the following rows:

Jellicoe Crescent	East & North	Wayne Road	A point 62 m north of Wayne Road	Anytime
Wayne Road	North	Jellicoe Crescent	A point 45 m east of Jellicoe Crescent	Anytime

3. **Loading Zones**

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

King Street	South	From a point 49 m east of Talbot Street to a point 66 m easterly from the said street	8:00 a.m. to 6:00 p.m.
King Street	South	From a point 25 m east of Ridout Street to a point 40 m east of said street	

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

Picton Street	East	The portion which lies east of the roadway from 35 m north of Queens Avenue to 65 m north of Queens Avenue	
King Street	South	From a point 34 m east of Ridout Street N to a point 54 m east of Ridout Street N.	

4. **Prohibited Turns**

Schedule 8 (Prohibited Turns) of the PS-113 By-law is hereby amended by **adding** the following rows:

Colborne Street with King Street	Northbound	Right
Queens Avenue at Colborne Street	Westbound	Right
Sarnia Road with Wonderland Road N	Eastbound and Westbound	“U” Turn
Talbot Street with King Street	Northbound	Right
Waterloo Street with King Street	Northbound	Right
Wonderland Road N with Sarnia Road	Northbound and Southbound	“U” Turn

5. **Stop Signs**

Schedule 10 (Stop Signs) of the PS-113 By-law is hereby amended by **adding** the following rows:

Westbound	Bridgehaven Drive	Saddlerock Avenue
Eastbound	Heardcreek Trail	Medway Park Drive
Northbound and Southbound	Heardcreek Trail	Twilite Boulevard
Northbound and Southbound	Medway Park Drive	Bridgehaven Drive



6. **Yield Signs**

Schedule 11 (Yield Signs) of the PS-113 By-law is hereby amended by **adding** the following rows:

Westbound	Buroak Drive	Fair Oaks Boulevard
Eastbound	Buroak Drive	Saddlerock Avenue
Southbound	Bush Hill Link	Heardcreek Trail
Southbound	Fair Oaks Boulevard	Buroak Drive
Southbound	Red Pine Cross	Heardcreek Trail
Westbound	Red Pine Cross	Heardcreek Trail
Northbound	Saddlerock Avenue	Buroak Drive
Northbound	Shields Place	Heardcreek Trail
Northbound	Wateroak Drive	Heardcreek Trail

7. **Through Highways**

Schedule 13 (Through Highways) of the PS-113 By-law is hereby amended by **adding** the following rows:

Applerock Avenue	Buroak Drive (west intersection)	Buroak Drive (west intersection)
Buroak Drive	Twilite Boulevard except the intersections with Jordan Boulevard, Fair Oaks Boulevard, Saddlerock Avenue, Tokala Trail and Denview Avenue	Eagletrace Drive
Tokala Trail	Twilite Boulevard except intersections with Dyer Drive, Dalmagarry Road, Aldersbrook Gate, Wateroak Drive, Medway Park Drive	Buroak Drive

8. 2 hour Metered Zones

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

King Street	South	A point 40 m west of Ridout Street	Waterloo Street	8:00 a.m. to 6:00 p.m.
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Schedule 20 (2 Hour Metered Zones) of the PS-113 By-law is hereby amended by **adding** the following rows:

King Street	South	A point 71 m east of Richmond Street	A point 77 m east of Richmond Street	8:00 a.m. to 6:00 p.m.
King Street	South	A point 50 m west of Clarence Street	A point 21 m west of Clarence Street	8:00 a.m. to 6:00 p.m.
King Street	South	A point 44 m east of Wellington Street	A point 95 m west of Waterloo Street	8:00 a.m. to 6:00 p.m.
King Street	South	A point 55 m west of Waterloo Street	A point 24 m west of Waterloo Street	8:00 a.m. to 6:00 p.m.

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

PASSED in Open Council on June 25, 2019

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – June 25, 2019

Second Reading – June 25, 2019

Third Reading – June 25, 2019



## APPENDIX B

### BY-LAW TO AMEND THE TRAFFIC AND PARKING BY-LAW (PS-113) RELATED TO ACCESSIBLE PARKING STALLS

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. Definitions

By-law PS-113 is hereby amended by **adding** the following:

“access aisle” means an area designated by pavement markings adjacent to a designated parking space for the purpose of allowing access/egress to vehicles parked within the designated parking space;

#### 2. Parking Spaces for Disabled Persons

By-law PS-113 is hereby amended by **deleting** the following:

- (2) No person shall park, stand, stop, or leave a motor vehicle in an access aisle for a parking space for persons with disabilities when “No Stopping” signs have been erected and are on display.

The PS-113 By-law is hereby amended by **adding** the following to Section 77:

- (2) No person shall park, stand, stop, or leave a motor vehicle in an access aisle.
- (3) No person shall park more than one vehicle in any one parking space at any one time.
- (4) No person shall park a vehicle in a parking space that is partly or completely occupied by another vehicle.

This by-law comes into force and effect September 30, 2019.

PASSED in Open Council on June 25, 2019

Ed Holder, Mayor

Catharine Saunders, City Clerk

First Reading – June 25, 2019

Second Reading – June 25, 2019

Third Reading – June 25, 2019