

Report to Civic Works Committee

To: Chair and Members
Civic Works Committee

From: Kelly Scherr, P. Eng., MBA, FEC, Managing Director,
Environmental and Engineering Services and City Engineer

Subject: Stopping and Parking restrictions in Bicycle Lanes

Date: February 9, 2021

Recommendation

That, on the recommendation of Managing Director, Environmental & Engineering Services and City Engineer, the attached proposed by-law (Appendix A) **BE INTRODUCED** at the Municipal Council meeting to be held on February 21, 2021, for the purposes of amending the Traffic and Parking By-law to improve motor vehicle restrictions in reserved bicycle lanes.

Linkage to the Corporate Strategic Plan

The following report supports the Strategic Plan through the strategic focus area of Building a Sustainable City by improving safety and traffic operations.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

On March 26, 2019, Municipal Council passed the following resolution:

That the following actions be taken with respect to stopping and parking in dedicated bicycles lanes:

- a) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to improved enforcement options related to the prohibition of stopping and parking in bicycle lanes;
- b) the Civic Administration BE REQUESTED to report back to the Civic Works Committee with respect to the status of dedicated cycling lanes where there are no stopping zones, no parking zones and which cycling lanes have neither restrictions. (4.1/6/CWC)

The following report addresses these two Council resolutions.

2.0 Discussion and Considerations

2.1 Existing Conditions

There are approximately 133 kilometers of designated on-road bicycle lanes in the city. Other bicycle routes are comprised of boulevard paths, park pathways and signed on-road routes. Section 10 (1) k) of the Traffic and Parking By-law states that parking is prohibited in bicycle lanes when signs are present so that vehicles are not obstructing the bicycle lane. Approximately, 60% of the bicycle lanes are currently signed as 'no parking' and/or 'no stopping', with 'no parking' being the more common restriction along three quarters of the network.

'No parking' only allows for temporary vehicle stopping "for the purpose of and while actually engaged in loading or unloading merchandise or passengers". 'No parking' zones are typically considered in situations where there is limited reasonable alternative for deliveries such as streets with long distances between intersecting streets. Some delivery and courier services have limitations or policies discouraging driveway use, particularly when using larger vehicles such as those required for furniture and appliances. Therefore, long blocks with widely spaced intersections can create occasional challenges for property owners in no stopping zones.

'No stopping' is more restrictive and is defined as "the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a constable or other police officer or of a traffic control sign or signal". Exceptions are identified for uses such as receiving or discharging a physically disabled person, active boarding and discharging passengers from school buses, LTC vehicles, and cabs, as well as emergency services and City operations. 'No stopping' provides the strictest motor vehicle restriction for bike lanes and is typically utilized on high volume roads (bicycles or motor vehicles), high speed roads and high priority bicycle lanes such as the Colborne Street and Dundas Street cycle tracks. In some situations, 'no stopping' may be restricted by time of day for roads where the volumes are high during peak hours.

The remaining 40% of lanes that are not signed are typically areas with adjacent land uses that do not result in motor vehicles commonly stopping. An example of this is where the bike lane is adjacent to a noise wall or the rear of residential properties, as illustrated below.



2.2 Other Municipalities

A survey of numerous other comparator Ontario municipalities was conducted and identified that the surveyed municipalities all address parking/stopping in bicycle lanes in a similar manner to London's current practice by applying restrictions on a corridor-specific basis. Some municipalities rely on the reserved bicycle lane sign for enforcement while others include 'no stopping' and/or 'no parking' signs. All of the municipalities stated that compliance with the signage requires enforcement.

2.3 Enforcement

The ticketing of vehicles that are stopping or parking in a bicycle lane contrary to the posted signage is undertaken both proactively and in response to complaints. Parking

Services implemented a number of initiatives in 2019 to increase the availability of enforcement officers with a target response rate to bike lane complaints of 15 to 20 minutes. These measures resulted in 2.5 times more tickets issued in the second half of 2019 compared to the first half of 2019.

In 2019, City Council approved the Administrative Monetary Penalty System (AMPS) By-law allowing for a streamlined process of issuing penalties for parking violations. The benefit of this protocol is the added penalty service options including mail and email in addition to placing the penalty notice on the vehicle. Parking Officers can now make the observation of a violation and issue the penalty via mail rather than physically issuing the penalty on the vehicle. AMPS also allows for the issuance of warnings via mail and email.

At Council direction, in 2021 parking enforcement moved from a contracted service to internal City staff. This transition occurred on January 1, 2021 and is fully operational. City Parking Officers are able to promptly attend to bike lane parking issues to achieve compliance. Further, synergies with the existing complement of Municipal Law Enforcement Officers allows for parking blitzes to be undertaken. Also, in 2021, Parking Services plans to implement bicycle patrols in the core area to augment current foot patrols. These initiatives will further improve compliance with parking violations in bike lanes.

2.4 Advisory Committee Consultation

The issue was presented to the Cycling Advisory Committee (CAC) and Transportation Advisory Committee (TAC) in November 2019. This consultation comprised a joint memo from Roads & Transportation and Development & Compliance Services accompanied by a verbal presentation for feedback.

The CAC minutes identified “that Civic Administration BE REQUESTED to review all current no parking restricted areas through the 'Vision Zero' lens that no road deaths are acceptable and, pursuant to this goal, that adjacent property impacts be de-prioritized where possible in order to increase the total bicycle lane kilometers designated as 'no stopping'; it being noted that the memo dated November 12, 2019 from D. MacRae, Director, Roads and Transportation, with respect to stopping and parking restrictions in bicycle lanes, was received”. TAC discussed the matter and the minutes identify that the memo was received.

3.0 Key Issues and Considerations

It is recognized that there are safety concerns when cyclists must enter mixed traffic to maneuver around a vehicle that is stopped in a reserved bicycle lane. However, prohibiting stopping on bicycle lanes can reduce curb space opportunities for residents and businesses fronting onto the bicycle lane with respect to deliveries, passenger pick-up and drop-offs, moving, etc. To improve the safety of bicycle lanes with consideration for the potential concerns of adjacent property owners on streets with more limited property access options, the application of restrictions is proposed in the following manner:

Distance to nearest loading area (typically a side street)	Restriction along the bicycle lane
Less than 100 m to the nearest loading area or Limited fronting properties such as rear-lotted properties, noise walls, etc.	'No stopping' anytime

Greater than 100 m to the nearest loading area	'No parking' anytime and 'No stopping 6:30 am to 9:30 am and 3:30 pm to 6:30 pm, Monday to Friday'
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This approach provides the ability for property owners fronting bicycle lanes with limited alternate loading opportunities the non-peak opportunities of 'no parking' which permits active loading and unloading. Additionally, judgement is applied where properties do not have driveway access from the street such as where rear lanes exist.

Active person pick-up and drop off will be relatively unimpacted due to the ability for active services by paratransit and vehicles for the disabled, LTC, school buses and cabs to continue under either restriction. Emergency and City of London vehicles may also be required to occupy a bicycle lane as work is performed (e.g. road and/or sidewalk maintenance, garbage and recycling pick-up, etc.). It is recommended that exemptions be included to address these situations.

3.1 Financial Impact/Considerations

The cost of revised signage along routes that currently warrant signage is estimated to be in the order of \$175,000. This would be found within existing budgets with a phased implementation that prioritizes problem areas.

Conclusion

The stopping of vehicles for extended periods of time continues in bicycle lanes. Improvements to help minimize blocked bicycle lanes are proposed via a combination of improved bylaw restrictions complemented by improved enforcement measures.

To address the lack of compliance and improve cycling safety while still addressing the need for some occasional vehicles to occupy bicycle lanes particularly where the distance to an alternate loading area is long, it is recommended that the following be applied to bicycle lanes:

Distance to nearest loading area (typically a side street)	Restriction along the bicycle lane
Less than 100 m to the nearest loading area or Limited fronting properties such as rear-lotted properties, noise walls, etc.	'No stopping' anytime
Greater than 100 m to the nearest loading area	'No parking' anytime and 'No stopping 6:30 am to 9:30 am and 3:30 pm to 6:30 pm, Monday to Friday'

Applying the above criteria to all existing bicycle lanes results in 117 km of bicycle lanes with 'no stopping anytime' with the remaining 16 kms being restricted with a combination of 'no parking anytime' and 'no stopping' during peak times. The effects will be variable, it being noted that the expansion of the more restrictive 'no stopping anytime' includes most of the 40% of unsigned network where the nature of the adjacent lands result in minimal vehicle stopping.

Any effects on passenger pick-up and drop-offs from the recommended expansion of 'no stopping' zones are minimal with identified exemptions related to passenger mobility options including paratransit, LTC, school buses and cabs. In areas and times of 'no stopping', delivery or service vehicles are recommended to use driveways on the property to conduct their business. Other nearby streets without bicycle lanes may also be used.

When new streets are signed indicating new regulations, Parking Services will have a heightened presence initially focusing on engagement and education followed by the issuance of penalties when violations are observed. Improved enforcement mechanisms, including administrative monetary penalties combined with the bylaw changes, will support continuous improvement of bylaw enforcement.

Implementation of the 'no stopping' signs along reserved bicycle lanes will help ensure drivers are aware of the prohibition and to support enforcement. Installation of the signs will be phased in over the next few years as funds and resources permit with priority given to known problem areas. It should be noted that there are times when emergency, transit, maintenance and solid waste collection vehicles must occupy the bicycle lane to perform their duties.

The above requires amendments to Section 21.1 Reserved Lanes and Schedule 1 of the Traffic and Parking By-law. These amendments along with the enforcement improvements should result in fewer vehicles blocking bicycle lanes.

Prepared by: **Shane Maguire P. Eng., Division Manager, Roadway Lighting and Traffic Control**

Submitted by: **Doug MacRae, P. Eng., MPA, Director, Roads and Transportation**

Concurred by: **Orest Katolyk Orest Katolyk, MPL, MLEO(C), Chief Municipal Law Enforcement Officer**

Recommended by: **Kelly Scherr, P. Eng., MBA, FEC, Managing Director, Environmental and Engineering Services and City Engineer**

January 29, 2021/sm

Attach: Appendix A By-law to amend the Traffic and Parking By-Law (PS-113) related to vehicles stopping in lanes reserved for bicycles

cc. City Solicitor's Office
Parking Services
Cycling Advisory Committee
Transportation Advisory Committee

APPENDIX A

By-law to amend the Traffic and Parking by-law (PS-113) related to vehicles stopping in lanes reserved for bicycles

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. Reserved Lane

The PS-113 By-law is hereby amended by deleting Section 21.1 in its entirety and replacing it with the following:

Reserved Lane (Schedule 9.1)

- 21.1
- (1) With respect to the highways set out in Column 1 of Schedule 9.1 of this by-law which have been divided into clearly marked lanes for traffic between the limits set out in Column 2, each of the lanes indicated in Column 3 is during the times and days set out in Column 4 hereby designated for traffic moving in the particular direction set out in Column 5, for use only by the class or type of vehicle set out in Column 6.
 - (2) No person shall drive or permit to be driven any vehicle, other than the class or type of vehicle set out in Column 6 of Schedule 9.1, on any lane or part of lane established as a reserved lane under subsection (1).
 - (3) No person shall park a vehicle other than the class or type of vehicle set out in Column 6 of Schedule 9.1, on any lane or part of lane established as a reserved lane under subsection (1)
 - (4) Each designation made by subsection (1) above shall be effective upon the erection of an official sign indicating such designation. In this section, “official sign” means a sign for a reserved lane in the form set out in the Ontario Traffic Manual.
 - (5) In a reserved lane, set out by subsection 21.1(1), neither section 8 nor subsection (2) apply to prevent:
 - (a) the driver of a cab, operating under a valid licence, from stopping for a period of not more than 45 seconds for the purpose of and while in the process of receiving or discharging passengers;

- (b) the stopping of a motor vehicle for the purpose of and while actually engaged in receiving or discharging a physically disabled person, provided that such motor vehicle has a valid disability parking permit displayed upon its dashboard or on the sun visor in accordance with the provisions of the Highway Traffic Act;
- (c) the driver of a school bus from pulling into or out of a school bus bay at a school;
- (d) a vehicle pulled over for emergency purposes or repairs;
- (e) the ingress and egress from a private lane or driveway adjacent to the reserved lane;
- (f) the making of a turn at a highway intersecting the reserved lane;
- (g) the entering or exiting a curb lane used for parking.
- (h) the stopping of a police, fire or emergency medical services vehicle while actively engage in providing emergency services;
- (i) the stopping of a passenger vehicle of the London Transit Commission when actively discharging or picking up passengers;
- (j) the stopping of a maintenance vehicle of the Corporation or under contract to the Corporation while actively engaged in maintenance activities within the road allowance; or
- (k) the stopping of a solid waste collection vehicle of the Corporation or under contract to the Corporation while actively engaged in material collection activities within the road allowance.

2. No Stopping

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

<u>Column 1</u> <u>Street</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>From</u>	<u>Column 4</u> <u>To</u>	<u>Column 5</u> <u>Period</u>
Adelaide Street N	Both	100m north of Grenfell Drive	Sunningdale Road W	Anytime
Adelaide Street S	Both	Bradley Avenue	Southdale Road E	Anytime
Base Line Road W	Both	Cotswold Gate	McGregor Avenue	Anytime
Byron Baseline Road	Both	Wickerson Road	Blake Street	Anytime
Byron Baseline Road	Both	Blake Street	Blake Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Byron Baseline Road	Both	Byron Avenue	97 m east of Boler Road	Anytime
Byron Baseline Road	Both	97 m east of Boler Road	North Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm

Bruce Street	Both	Wharncliffe Road S	Ridout Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Bradley Avenue	Both	Ernest Avenue	Wellington Road	Anytime
Cheapside Street	South	Saint George Street	Richmond Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Cheapside Street	Both	Adelaide Street N	Taylor Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Cheapside Street	Both	Taylor Street	Sandford Street	Anytime
Clarke Road	Both	Firestone Blvd	Charterhouse Crescent (North Intersection)	Anytime
Colborne Street	Both	Nelson Street	Grey Street	Anytime
Colborne Street	Both	Horton Street E	Dufferin Avenue	Anytime
Commissioners Road W	Both	Stephen Street	Halls Mill Road	Anytime
Commissioners Road W	Both	Wonderland Road S	Viscount Road	Anytime
Commissioners Road E	Both	Deveron Crescent	Meadowgate Blvd	Anytime
Dundas Street	South	Thames River	94 m west of Ridout Street N	Anytime
Dundas Street	South	Quebec Street	Egerton Street	Anytime
Egerton Street	Both	Thames River	Grafton Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Egerton Street	Both	Grafton Street	Dundas Street	Anytime
Elmwood Avenue E	Both	Wharncliffe Road	Wortley Road	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Fanshawe College Blvd	Both	Oxford Street	Cheapside Street	Anytime
Fanshawe Park Road W	Both	Dalmagarry Road	500m east of Wonderland Road N	Anytime
Fanshawe Park Road E	Both	Adelaide Street	300m East of Highbury Avenue	Anytime
Ferndale Avenue	South	Homeview Road	Nixon Avenue	Anytime
Hamilton Road	Both	Hale Street	Gore Road	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Highbury Avenue N	Both	130m north of Edgevalley Road	Blackwell Blvd	Anytime

Huron Street	Both	William Street	Adelaide Street N	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Hyde Park Road	Both	Oxford Street W	Fanshawe Park Road W	Anytime
Kilally Road	Both	Highbury Avenue	Webster Street.	Anytime
King Street	South	Wellington Street	Rectory Street	Anytime
Kipps Lane	Both	Adelaide Street N	Belfield Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Kipps Lane	Both	Belfield Street	Arbour Glen Crescent (east intersection)	Anytime
Nixon Avenue	Both	Southdale Road E	Ferndale Avenue	Anytime
Oxford Street E	Both	Averswood Avenue	Second Street	Anytime
Oxford Street W	Both	Commissioners Road W	Sanatorium Road	Anytime
Oxford Street W	North	Sanatorium Road	Hyde Park Road	Anytime
Oxford Street W	South	Sanatorium Road	490 m west of Hyde Park Road	Anytime
Oxford Street W	South	490 m west of Hyde Park Road	490 m west of Hyde Park Road	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Oxford Street W	South	490 m west of Hyde Park Road	Hyde Park Road	Anytime
Platt's Lane	Both	Oxford Street W	Cherryhill Place	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Platt's Lane	Both	Trott Drive	Western Road	Anytime
Pond Mills Road	Both	Millers Road	Oldham Street (south intersection)	Anytime
Pond Mills Road	Both	Burlington Crescent	335 m north of Cleveland Avenue	Anytime
Quebec Street	Both	Queens Avenue	Mornington Avenue	Anytime
Queens Avenue	North	Thames River	Talbot Street	Anytime
Queens Avenue	North	Waterloo Street	Maitland Street	Anytime, Monday to Saturday

Queens Avenue	North	Peter Street	Adelaide Street N	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Queens Avenue	North	Adelaide Street	Elizabeth Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Ridout Street S	Both	Commissioners Road W	Ingleside Place	Anytime
Ridout Street N	West	Dundas Street	Queens Avenue	Anytime
Riverside Drive	Both	Wonderland Road N	Beaverbrook Avenue	Anytime
Riverside Drive	Both	Woodward Avenue	Wharncliffe Road N	Anytime
Riverside Drive	South	Wharncliffe Road N	Thames River	Anytime
Riverside Drive	North	Wharncliffe Road N	Wilson Avenue	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Riverside Drive	North	Wilson Avenue	Thames River	Anytime
Sanatorium Road	West	118 m north of Riverside Drive	Oxford Street W	Anytime
Sanatorium Road	East	118 m north of Riverside Drive	Oxford Street W	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Sandford Street	Both	Cheapside Street	Huron Street	Anytime
Sarnia Road	Both	Hyde Park Road	Sleighholme Avenue	Anytime
Second Street	Both	Leonard Street	Oxford Street E	Anytime
Southdale Road W	Both	266 m east of Wonderland Road S	Wharncliffe Road S	Anytime
Southdale Road E	Both	Willow Drive	Pond Mills Road	Anytime
Saint George Street	Both	Cheapside Street	Victoria Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Thompson Road	Both	Adelaide Street S	Pond Mills Road	Anytime
Trafalgar Street	Both	Egerton Street	Ash Street	Anytime
Trafalgar Street	North	Ash Street	Hume Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Trafalgar Street	South	Ash Street	Hume Street	Anytime
Trafalgar Street	Both	Hume Street	Giles Street	Anytime

Upper Queen Street	Both	Ferndale Avenue	Wilkins Street	Anytime
Upper Queen Street	Both	Wilkins Street	Commissioners Road E	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Western Road	Both	Essex Street	Platt's Lane	Anytime
Western Road	West	488 m north of Sarnia Road	Richmond Street	Anytime
Western Road	East	650 m north of Philip Aziz Avenue	Windermere Road	Anytime
Western Road	East	Windermere Road	Richmond Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Wharncliffe Road N	Both	50m north Oxford Street	Essex Street	Anytime
White Oaks Road	Both	Exeter Road	Bateman Trail	Anytime
White Oaks Road	West	200 m north of Bateman Trail	185 m south of Southdale Road E	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
White Oaks Road	West	185 m south of Southdale Road E	Southdale Road E	Anytime
White Oaks Road	East	Bateman Trail	Southdale Road E	Anytime
William Street	Both	Harrison Crescent	Huron Street	6:30 am to 9:30 am & 3:30 pm to 6:30 pm
Windermere Road	Both	Tallwood Circle	Doon Drive (east intersection)	Anytime
Wonderland Road N	Both	Thames River	Oxford Street W	Anytime
Wonderland Road N	Both	Gainsborough Road	Fanshawe Park Road W	Anytime
Wonderland Road N	Both	Eagletrace Drive	Sunningdale Road W	Anytime
Woodward Avenue	Both	Riverside Drive	Oxford Street W	Anytime

3. No Parking

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

<u>Column 1</u> <u>Street</u>	<u>Column 2</u> <u>Side</u>	<u>Column 3</u> <u>From</u>	<u>Column 4</u> <u>To</u>	<u>Column 5</u> <u>Period</u>
Byron Baseline Road	Both	Blake Street	Blake Street	Anytime

Byron Baseline Road	Both	97 m east of Boler Road	North Street	Anytime
Bruce Street	Both	Wharncliffe Road S	Ridout Street	Anytime
Cheapside Street	South	Saint George Street	Richmond Street	Anytime
Cheapside Street	Both	Adelaide Street N	Taylor Street	Anytime
Egerton Street	Both	Thames River	Grafton Street	Anytime
Elmwood Avenue E	Both	Wharncliffe Road	Wortley Road	Anytime
Hamilton Road	Both	Hale Street	Gore Road	Anytime
Huron Street	Both	William Street	Adelaide Street N	Anytime
Kipps Lane	Both	Adelaide Street N	Belfield Street	Anytime
Oxford Street W	South	490 m west of Hyde Park Road	490 m west of Hyde Park Road	Anytime
Platt's Lane	Both	Oxford Street W	Cherryhill Place	Anytime
Queens Avenue	North	Waterloo Street	Maitland Street	Anytime
Queens Avenue	North	Peter Street	Adelaide Street N	Anytime
Queens Avenue	North	Adelaide Street	Elizabeth Street	Anytime
Riverside Drive	North	Wharncliffe Road N	Wilson Avenue	Anytime
Sanatorium Road	East	118 m north of Riverside Drive	Oxford Street W	Anytime
Saint George Street	Both	Cheapside Drive	Victoria Street	Anytime
Trafalgar Street	North	Ash Street	Hume Street	Anytime
Upper Queen Street	Both	Wilkins Street	Commissioners Road E	Anytime
Western Road	East	Windermere Road	Richmond Street	Anytime
White Oaks Road	West	200 m north of Bateman Trail	185 m south of Southdale Road E	Anytime
William Street	Both	Harrison Crescent	Huron Street	Anytime

This by-law comes into force and effect February 21, 2021.

PASSED in Open Council on February 21, 2021

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – February 21, 2021
Second Reading – February 21, 2021
Third Reading – February 21, 2021