

## 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:** Dundas Place - Temporary Bicycle Lanes and Revised  
Parking Limits

**Date:** March 2, 2021

## Recommendation

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions **BE TAKEN** with respect to Dundas Place:

- a) the Civic Administration **BE DIRECTED** to bring forward a report to the March 30, 2021 Civic Works Committee to amend the Traffic and Parking By-law to create a temporary bicycle lane pilot project on Dundas Place during the 2021 construction season; and,
- b) the proposed by-law, attached as Appendix A, **BE INTRODUCED** at the Municipal Council meeting to be held on March 23, 2021, for the purpose of amending the Traffic and Parking By-law (PS-113) to replace the two-hour paid parking with one-hour free parking.

## Linkage to the Corporate Strategic Plan

The following report supports the 2019 to 2023 Strategic Plan through the strategic focus area of **Building a Sustainable City** and **Leading in Customer Service**. The report identifies a construction mitigation pilot project to support businesses and guide travellers through the core during the 2021 construction season and modifying parking limits in response to business and customer feedback.

## Analysis

### 1.0 Background Information

Construction in 2021 will introduce changes in the downtown. Additionally, businesses and users of Dundas Place continue to provide feedback on how the Dundas Place flexible street can best help respond in the short and longer term. This report:

- describes a temporary construction mitigation pilot project for Council consideration; and,
- recommends parking changes in response to business and customer feedback.

### 2.0 Discussion and Considerations

#### 2.1 Dundas Place Cycling Lane Pilot

##### 2.1.1 Temporary Bicycle Lanes

The East-West Bikeway Evaluation and Feasibility Study and Cycling Master Plan identify Dundas Street as the main corridor for establishing a continuous bikeway

between Downtown and Old East Village. This year, the City is completing the installation of separated cycling facilities between Wellington Street and Old East Village and between Ridout Street and the Thames Valley Parkway at the Forks of the Thames to the west. The Dundas Place flexible street has been recognized as a lower speed, lower traffic, shared space for all road users and as well as the location of many key destinations for users of the East-West Bikeway.

Through recent public engagement, the City heard concerns that Dundas Place does not feel comfortable or safe for cyclists, despite the reduced speed limit. To prepare for 2021 construction projects, which includes significant work on King Street and temporary deflection of traffic to other routes, the City is planning a comprehensive traffic management plan to address potential transportation impacts for all modes visiting and travelling through the area. Motor vehicle traffic and transit that would normally use King Street to traverse through downtown between Ridout Street and Wellington Street will be detoured along York Street, while more local vehicle traffic and all eastbound cyclists will be directed to Dundas Street.

Aligned with the 2021 downtown construction traffic management plans, a pilot project is recommended for Dundas Place that will introduce cycling lanes between Ridout Street North and Wellington Street for the 2021 construction season. The pilot aims to provide safe connections for all road users while supporting downtown businesses through upcoming construction and provides the opportunity to try a different configuration for the flex street.

### **2.1.2 Cycling Pilot Street Layout**

Cycling on Dundas Place is currently in a shared space configuration with a 30 km/h posted speed limit. To accommodate temporary bicycle-only lanes on Dundas Place, one lane of motor vehicle traffic must be reassigned to cycling use.

Eastbound vehicle travel is the predominant direction. Typical eastbound traffic volumes on Dundas Place are 50% to 133% higher than westbound traffic at various locations along the flex street, with the block between Ridout Street and Talbot Street having the largest difference.

Based on the above, the following is recommended for Dundas Street from Ridout Street North to Wellington Street during the 2021 construction season:

- i. Westbound motor vehicle traffic be prohibited;
- ii. Eastbound motor vehicle traffic be shifted to the centre of the road;
- iii. An eastbound bicycle lane be added south of the eastbound general traffic lane; and
- iv. A westbound bicycle lane be added to the north of the eastbound general traffic lane.

Figure 1 illustrates a schematic representation of the proposed configuration for the Dundas Place cycling pilot.

Dundas Place will be temporarily adjusted to help improve safety for all road users. Timing of this pilot will align with the 2021 construction season.

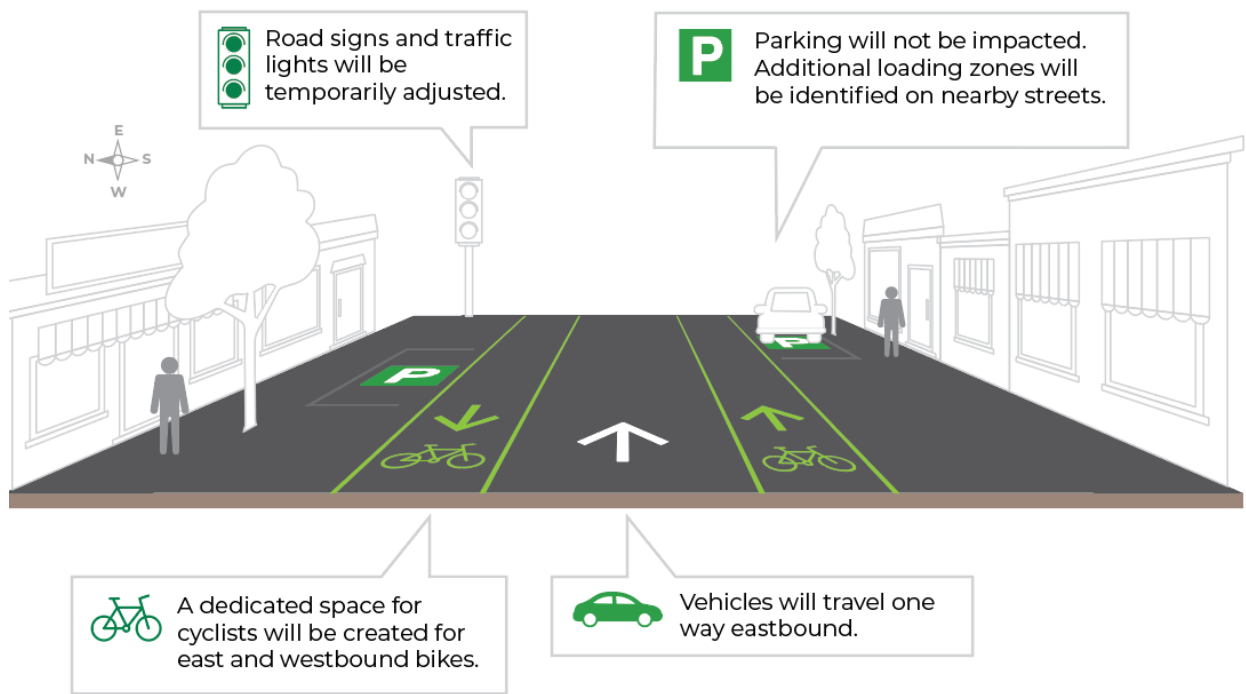


Figure 1: Schematic of Dundas Place Temporary Bicycle Lane Layout (note: this image is for illustrative purposes to assist with visualizing the new configuration of traffic).

If approved, the changes to the lane use and configuration will be accomplished with signage and temporary pavement markings that will preserve the long-term appearance and integrity of the special brick paving. Bicycle lane barriers would be limited based on traffic conditions and to retain the flexibility of the street for programming should events be permitted under Covid-19 restrictions. Where necessary, planters are being considered for this purpose.

These changes do not impact the on-street parking, loading zones or event planning. There would also be no impact to the implementation or capacity of patios.

With council direction, the temporary bicycle lane pilot would be introduced in late April, aligned with the start of 2021 construction in the core. The pilot will include monitoring and consultation throughout and supportive communications with businesses. Upfront communications with business owners and property owners will help raise awareness and allow the project team to make minor adaptations as needed. The communications plan would also include other partners such as emergency services, utilities and other services. Consultation with the relevant advisory committees would occur during the March cycle of meetings. Throughout the pilot, staff will monitor the safety and operational effectiveness of this street layout and conduct regular check-ins with business and cyclists to gather feedback on the effectiveness and to determine if further adjustments are required.

## 2.2 Dundas Place On-street Parking

Daytime paid parking on Dundas Place currently requires the use of the Honk application and is limited to two hours with the first hour free. To address concerns regarding payment options raised by the public and Downtown London, it is recommended that the two-hour paid parking on Dundas Street from Ridout Street North to Wellington Street be removed and replaced with one-hour free parking.

Reducing the length of time will create more turn-over of the parking, aligned with the flexible nature of Dundas Place. Longer-term paid parking remains available on nearby side streets and at off-street lots. Downtown London leadership has indicated support for offering free short-term parking on Dundas Place.

## **Conclusion**

Temporary bicycle lanes along Dundas Place are recommended as a pilot project during the 2021 construction season when more deflected traffic is anticipated on Dundas Street. With Council direction arising from the next Civic Works Committee meeting, the temporary bicycle lanes will be implemented in alignment with the start of downtown construction. The pilot will be monitored to determine how the recommended configuration affects the operations and use of the flex street. The existing parking and loading zones are not impacted with this proposed configuration. Dundas Place event planning and patio opportunities are also unaffected.

Reducing the length of time vehicles can remain parked during the daytime along Dundas Place will increase parking turn-over when there are more businesses open. Appended amendments are recommended to Schedule 6 (Limited Parking) and Schedule 20 (2 Hour Metered Zone) of the Traffic and Parking By-law (PS-113) to implement this parking change.

**Prepared by:** Shane Maguire, P. Eng., Division Manager, Roadway Lighting and Traffic Control  
**Submitted by:** Doug MacRae, P. Eng., MPA, Director, Roads and Transportation  
**Recommended by:** Kelly Scherr, P. Eng., MBA, FEC, Managing Director, Environmental and Engineering Services and City Engineer

February 19, 2021/

Attach:

Appendix A – By-law to Amend the Traffic and Parking By-law (PS-113) to replace two-hour paid parking with one-hour free parking along Dundas Place

cc: Parking Office  
Major Projects

**APPENDIX A By-law to amend the Traffic and Parking By-law (PS-113) to replace two-hour paid parking with one-hour free parking along Dundas Place**

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. Limited Parking

Schedule 6 (Limited Parking) of the By-law PS-113 is hereby amended by **adding** the following rows:

Column 1 Street	Column 2 Side	Column 3 Area	Column 4 Time	Column 5 Period
Dundas Street	North	A point 35 m east of Ridout Street N to a point 46 m east of Ridout Street N	8:00 a.m. to 6:00 p.m.	1 Hour
Dundas Street	North	A point 75 m west of Talbot Street to a point 19 m west of Talbot Street	8:00 a.m. to 6:00 p.m.	1 Hour
Dundas Street	North	A point 18 m east of Talbot Street to a point 38 m east of Talbot Street	11:00 a.m. to 6:00 p.m.	1 Hour
Dundas Street	North	A point 53 m east of Richmond Street to a point 86 m east of Richmond Street	8:00 a.m. to 6:00 p.m.	1 Hour
Dundas Street	North	A point 20 m east of Clarence Street to a point 40 m east of Clarence Street	8:00 a.m. to 6:00 p.m.	1 Hour

Column 1 Street	Column 2 Side	Column 3 Area	Column 4 Time	Column 5 Period
Dundas Street	South	A point 38 m east of Ridout Street N to a point 59 m east of Ridout Street N	8:00 a.m. to 6:00 p.m.	1 Hour
Dundas Street	South	A point 58 m west of Richmond Street to a point 51 m west of Richmond Street	8:00 a.m. to 6:00 p.m.	1 Hour
Dundas Street	South	A point 51 m west of Richmond Street to a point 38 m west of Richmond Street	11:00 a.m. to 6:00 p.m.	1 Hour
Dundas Street	South	A point 50 m west of Clarence Street to a point 30 m west of Clarence Street	8:00 a.m. to 6:00 p.m.	1 Hour
Dundas Street	South	A point 94 m east of Clarence Street to a point 121 m east of Clarence Street	8:00 a.m. to 6:00 p.m.	1 Hour

## 2. 2-Hour Metered Parking

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

Column 1 Street	Column 2 Side	Column 3 From	Column 4 To	Column 5 Period
Dundas Street	North	Ridout Street N	A point 18 m east of Talbot Street	8:00 a.m. to 6:00 p.m.
Dundas Street	North	A point 18 m east of Talbot Street	A point 38 m east of Talbot Street	11:00 a.m. to 6:00 p.m.
Dundas Street	North	A point 38 m east of Talbot Street	A point 31 m east of Richmond Street	8:00 a.m. to 6:00 p.m.
Dundas Street	North	A point 44 m east of Richmond Street	Colborne Street	8:00 a.m. to 6:00 p.m.

Column 1 Street	Column 2 Side	Column 3 From	Column 4 To	Column 5 Period
Dundas Street	South	Ridout Street N	A point 122 m east of Talbot	8:00 a.m. to 6:00 p.m.
Dundas Street	South	A point 122 m east of Talbot	A point 135 m east of Talbot	11:00 a.m. to 6:00 p.m.
Dundas Street	South	A point 135 m east of Talbot	A point 71 m east of Clarence Street	8:00 a.m. to 6:00 p.m.
Dundas Street	South	A point 71 m east of Clarence Street	Adelaide Street N	8:00 a.m. to 6:00 p.m.

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

Column 1 Street	Column 2 Side	Column 3 From	Column 4 To	Column 5 Period
Dundas Street	North	Wellington Street	Colborne Street	8:00 a.m. to 6:00 p.m.
Dundas Street	South	Wellington Street	Adelaide Street N	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 March 23, 2021

Ed Holder

Mayor

Catharine Saunders

City Clerk

First Reading – March 23, 2021

Second Reading – March 23, 2021

Third Reading – March 23, 2021