

## 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

**Date:** March 30, 2021

## Recommendation

That on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the proposed by-laws, attached as Appendix A and B BE INTRODUCED at the Municipal Council meeting to be held on April 13, 2021, for the purpose of amending the Traffic and Parking By-law (PS-113) to create temporary uni-directional bicycle lanes along Dundas Place.

## 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 measure on Dundas Place to respond to a mobility issue in the core during the 2021 construction season.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

Civic Works Committee – March 2, 2021 - Dundas Place - Temporary Bicycle Lanes and Revised Parking Limits

#### 1.2 Context

Dundas Street in the area of Downtown, Midtown and the Old East Village was previously identified as the preferred east-west route for cycling. Protected bike lanes are being implemented to better connect to the Thames Valley Parkway and between Downtown and the Old East Village. Dundas Place is a unique destination and link within the East-West Bikeway. It is a section of Dundas Street with lower traffic volumes, is intrinsically traffic calmed with its unique flex street design and has a posted speed limit of 30km/h. Based on these conditions, the flex street was planned to retain its shared space layout to not encumber the Dundas Place “shared street” vision.

Downtown construction in 2021 requires traffic and mobility management planning for all modes of travel to accommodate a pending construction road closure and lane reductions on King Street. King Street vehicle and transit detours will be signed to York Street during construction. However, this could still result in additional traffic on Dundas Place. Concerns about cycling on Dundas Place under previous conditions were received during the construction management planning for the upcoming season.

This report responds to the March 2, 2021 direction of the Civic Works Committee. It was necessary to prepare the report in advance of the corresponding council meeting. Any direction from Council on this topic will be subsequently considered.

## 2.0 Discussion and Considerations

### 2.1 Consultation

The March 2, 2021 Civic Works Report proposed temporary construction season cycling improvements along Dundas Place in response to anticipated higher vehicle traffic volumes and concerns raised by cyclists. Proactive consultation on this concept has occurred based on the direction from the Civic Works Committee.

#### 2.1.1 Business Interests

Many individual discussions have occurred with business owners and operators on Dundas Place following the Civic Works Committee meeting. The Downtown London BIA also provided the results of their outreach to individual businesses. Additionally, a virtual presentation and feedback session for businesses was co-hosted with the Downtown London BIA on March 15, 2021. Numerous individual business concerns have been received, with commonly recurring comments as follows:

- A strongly communicated concern that Dundas Place should remain “status quo” after recent 2018/2019 Dundas Place construction followed by Covid pandemic business pressures
- A desire for more loading / pick-up and drop-off zones on Dundas Place based on current business needs
- Concern that proposed one-way motor vehicle traffic will limit business access and increase traffic speeds
- A preferred focus on other concerns such as support for vulnerable people
- Limited support for the temporary cycling improvements and a linked desire for more cycling-related activations

In a parallel initiative, the City Back 2 Business team had received requests for additional pick-up and drop-off zones to support covid recovery in the downtown and on Dundas Place. Staff have been implementing temporary loading zones in the downtown as a pandemic response and were creating plans to add additional loading zones on Dundas Place at the time of report preparation.

#### 2.1.2 Cycling Interests

The alternative concepts described later in this report were presented to the Cycling Advisory Committee (CAC) on March 17. The discussion with committee members related to:

- concerns about speeding on Dundas Place and discussion of potential traffic volume reduction scenarios
- concern about the interaction of cyclists with parking vehicles and open doors in combination with the proposed uni-directional bicycle lanes
- longer-term cycling enhancements in the core

CAC received the staff presentation.

Additionally, discussions have been held with members of London Cycle Link. London Cycle Link members also identified the concern of vehicles crossing the uni-directional bicycle lane alternative shown in the previous Civic Works Committee report and expressed a preference for better protection. These discussions resulted in the

investigation of a bike lane routing alternative behind the parking zones that was determined to be not viable due to AODA design requirements.

### 2.1.3 Others

Consultation with the Transportation Advisory Committee and Accessibility Advisory Committee was pending at the time of report preparation.

## 2.2 Alternatives Considered

This is a temporary (7-8 month duration) construction mitigation triggered by a separate project so no infrastructure modifications are proposed. The temporary bike construction mitigation would be implemented on the recently constructed flex street so all alternatives were limited to the dimensions of the existing narrow vehicle lanes. Some alternatives provided limited barriers for delineation of the bike lane but no alternatives provide continuous barriers for bike lane protection to retain the flexibility of Dundas Place to host events and activations and preservation of the recently constructed unit paving surface. All the alternatives considered are detailed in the appended Table 1. A summary of the of viable alternatives are as follows:

- 1 Bi-directional Bicycle Lanes. This alternative is the most desirable from a cycling design perspective as it avoids motor vehicles crossing the bike lanes. However, it requires eliminating the north side loading and parking zones which is an identified concern of businesses. This would be partly mitigated with the introduction of some additional temporary zones already planned on the south side. This alternative requires slightly longer implementation time and is of significantly higher cost due to the required new traffic signal infrastructure.
- 2 Uni-directional Bicycle Lanes. This option creates a dedicated space for cyclists and maintains all loading and parking zones and the potential for additional zones on the north side. However, it provides a lower level of desirability for cyclists because vehicles must cross the bike lane to access parking/loading.
- 3 Traffic Diversions. This alternative would not implement any physical changes to Dundas Place and would aim to lower the amount of through traffic on Dundas Place to make it more comfortable for cycling. One concept would be to implement turn requirements for Dundas Street vehicles approaching the intersections at Ridout Street and Wellington Street to divert through traffic to other routes.
- 4 Do Nothing. This alternative would retain the existing conditions and is preferred by the majority of Dundas Place businesses but provides no change for cycling during the construction season.

## 3.0 Recommendation

The uni-directional lanes as shown in the Figure 1 schematic below aligns with the information presented to the March 2 Civic Works Committee meeting and attempts to balance the interests of cyclists and Dundas Place business owners.

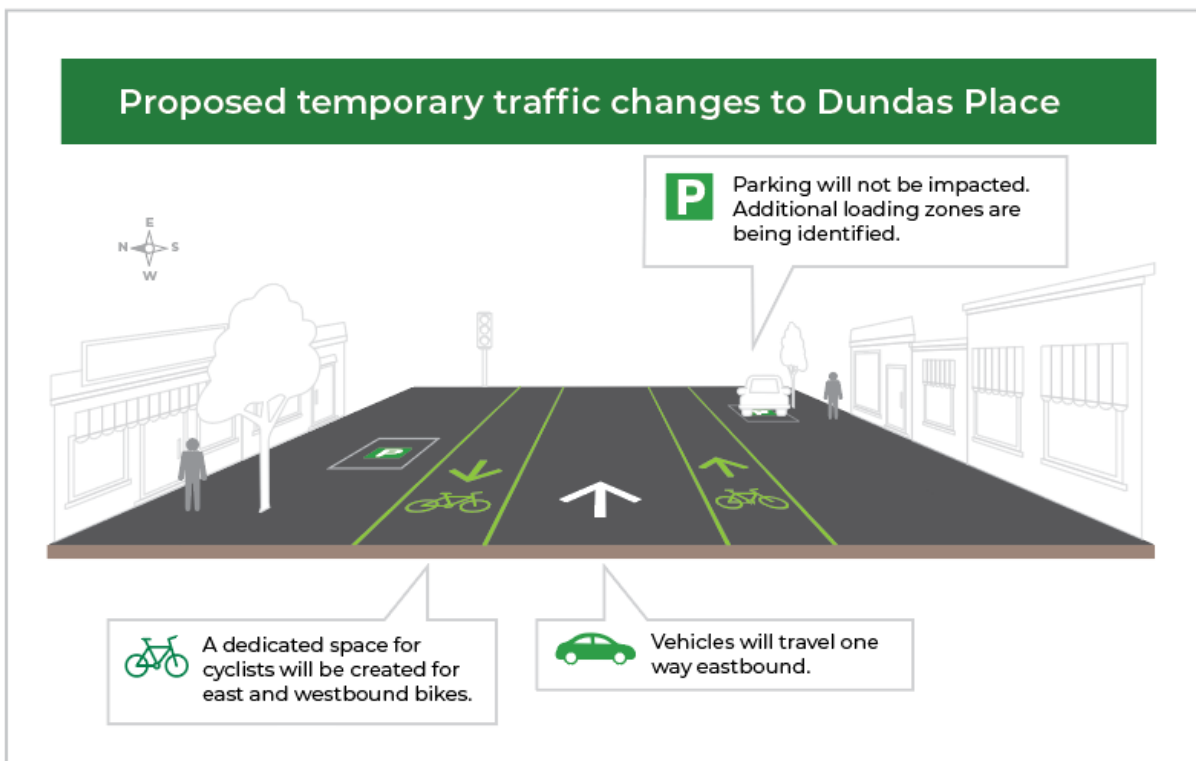


Figure 1: Schematic of Dundas Place Temporary Bicycle Lane Layout (note: this image is for illustrative purposes to assist with visualizing the new configuration of traffic).

Attached as Appendix A are the necessary amendments required to the Traffic and Parking By-law (PS-113) to implement temporary uni-directional lanes shown in Figure 1. The bylaw in Appendix B would reinstate the traffic flow to the previous condition at the end of the construction season.

Any of the four viable alternatives described herein are feasible for implementation. If committee prefers a different alternative, different bylaw amendments are available.

Monitoring would be undertaken to evaluate the effectiveness of any changes. The removal of any temporary construction mitigation would be coordinated with the completion of the downtown construction.

The City Back 2 Business team has been implementing temporary loading zones in the downtown as a pandemic response and were creating plans to add additional loading zones on Dundas Place at the time of report preparation. This is intended to support businesses and could help reduce illegal stopping recently being observed.

## Conclusion

Consultation for 2021 Core Construction projects heard a request for improved cycling conditions on Dundas Place. There are several viable alternatives to improve cycling with competing concerns received from the different perspectives of business owners/operators and cyclists.

The required bylaw amendments for temporary uni-directional bicycle lanes along Dundas Place during the 2021 construction season when more deflected traffic is anticipated on Dundas Street are attached. The existing parking and loading zones are not impacted with this proposed configuration. Different bylaw amendments are available if council prefers to implement a different alternative.



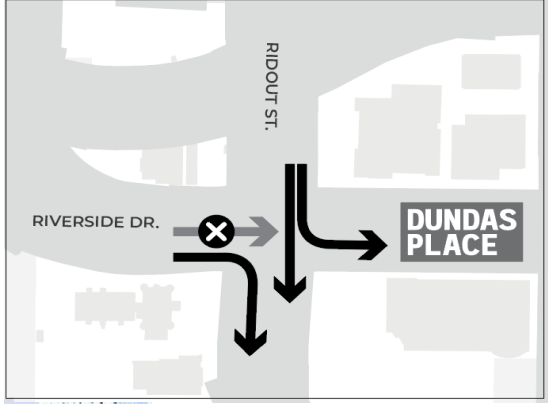

The implemented configuration would be monitored to determine how the recommended configuration affects the operations and use of the flex street. Dundas Place event planning and patio opportunities would be unaffected by all alternatives.

**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

March 22, 2021/

**Attach:** Table 1 - Bicycle Construction Mitigation Alternatives  
**Appendix A:** By-law to amend the Traffic and Parking By-law (PS-113) to Add Temporary Uni-directional Bicycle Lanes along Dundas Place)  
**Appendix B:** By-law to amend the Traffic and Parking By-law (PS-113) to Remove the Temporary Bicycle Lanes along Dundas Place)  
**cc:** Major Projects  
Downtown London BIA  
Cycling Advisory Committee

**Table 1 Bicycle Construction Mitigation Alternatives**

| <p><b>Viable Bicycle Construction Mitigation Alternatives</b></p>   |  |
|---|--|
| <p><b>Bi-directional Bike Lanes</b></p>  <p>(street looking eastbound)</p>   | <p>Reduction to one-way eastbound for motor vehicles with bike lanes on the north side.</p> <p>Most desirable from a cycling design perspective but requires elimination of north side loading/parking zones.</p> <p>Requires additional traffic signal heads and separate signal phases for motor vehicles and bicycles.</p> <p>Estimated Cost = \$175,000</p>  |
| <p><b>Uni-directional Bike Lanes</b></p>  <p>(street looking eastbound)</p>  | <p>Reduction to one-way eastbound for motor vehicles with bike lanes on both sides.</p> <p>Meets design standards with required buffer (existing trench drain and tactile strip) between bicycle lane and parking/loading zones but cyclists would be exposed to vehicles that must cross the bike lane to access parking/loading. Additional pavement markings could emphasize the buffer.</p> <p>Maintains all loading and parking.</p> <p>Estimated Cost = \$30,000</p>   |
| <p><b>Traffic Diversion</b></p>   <p>(example of the eastbound vehicle restriction at the Ridout Street intersection)</p> | <p>No physical changes to Dundas Place.</p> <p>Traffic diversion away from Dundas Place to reduce the amount of through vehicles to make it a more comfortable cycling environment. An initial concept to redirect through traffic is:</p> <ul style="list-style-type: none"> <li>- requiring eastbound Dundas Street /Riverside Drive traffic to turn south on Ridout Street</li> <li>- requiring westbound Dundas Street traffic to turn north or south on Wellington Street.</li> </ul> <p>Estimated Cost = \$5,000</p> |

|  |   |
|--|---|
| <p><b>Do Nothing</b></p> <p>(street looking eastbound)</p> | <p>Maintains current conditions with potential for higher traffic volumes due to 2021 King Street construction closure.</p> <p>Least disruptive to businesses but no cyclist changes.</p> <p>Estimated Cost = \$0</p> |
|--|---|

|   |  |
|---|--|
| <p><b>Non-viable Alternatives</b></p>   |  |
| <p><b>Uni-Directional Bike Lanes Behind Parking/Loading</b></p> <p>(street looking eastbound)</p> | <p>Same as other uni-directional lane alternative with bike lane routed around parking/loading zones.</p> <p>Determined not viable due to AODA requirement for continuous delineation between lane of travel and sidewalk.</p> |
| <p><b>Bike Advisory Lanes</b></p> <p>(street looking eastbound)</p>                               | <p>Maintain two-direction motor vehicle travel on one lane with opposing vehicles merging into bike lanes as necessary.</p> <p>Determined not viable due to operational challenges.</p>  |

Notes: Street cross sections oriented looking eastbound.  
 Parking / loading zone shown on north side for illustration but exists on either side at sporadic locations.

# APPENDIX A By-law to amend the Traffic and Parking By-law (PS-113) to Add Temporary Uni-directional Bicycle Lanes 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. Prohibited Turns

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

| Column 1<br>Intersection           | Column 2<br>Direction | Column 3<br>Prohibited Turn  |
|------------------------------------|-----------------------|--|
| Dundas Street with Clarence Street | Eastbound & Westbound | Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday) |
| Dundas Street with Clarence Street | Eastbound & Westbound | Left (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)  |
| Dundas Street with Richmond Street | Eastbound & Westbound | Left   |
| Dundas Street with Richmond Street | Eastbound & Westbound | Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday) |

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

| Column 1<br>Intersection           | Column 2<br>Direction | Column 3<br>Prohibited Turn |
|------------------------------------|-----------------------|-----------------------------|
| Clarence Street with Dundas Street | Northbound            | Left (Bicycles Exempted)    |
| Clarence Street with Dundas Street | Southbound            | Right (Bicycles Exempted)   |



| Column 1<br>Intersection           | Column 2<br>Direction | Column 3<br>Prohibited Turn   |
|------------------------------------|-----------------------|---|
| Dundas Street with Clarence Street | Eastbound             | Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)<br>Bicycles Exempted |
| Dundas Street with Clarence Street | Eastbound             | Left (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)<br>Bicycles Exempted  |
| Dundas Street with Richmond Street | Eastbound             | Left (Bicycles Exempted)  |
| Dundas Street with Richmond Street | Eastbound             | Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)<br>Bicycles Exempted |
| Talbot Street with Dundas Street   | Northbound            | Left (Bicycles Exempted)  |
| Talbot Street with Dundas Street   | Southbound            | Right (Bicycles Exempted)   |

## 2. Reserved Lanes

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

| Column 1<br>Highways | Column 2<br>Between                  | Column 3<br>Lane                | Column 4<br>Time/Day | Column 5<br>Direction | Column 6<br>Class/Type of Vehicle |
|----------------------|--------------------------------------|---------------------------------|----------------------|-----------------------|-----------------------------------|
| Dundas Street        | Ridout Street N to Wellington Street | 1 <sup>st</sup> lane from South | Anytime              | Eastbound             | Bicycle                           |
| Dundas Street        | Ridout Street N to Wellington Street | 1 <sup>st</sup> lane from North | Anytime              | Westbound             | Bicycle                           |

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

PASSED in Open Council on April 13, 2021

Ed Holder

Mayor

Catharine Saunders

City Clerk

First Reading – April 13, 2021

Second Reading – April 13, 2021

Third Reading – April 13, 2021

## APPENDIX B By-law to amend the Traffic and Parking By-law (PS-113) to Remove the Temporary Bicycle Lanes 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:

### 3. Prohibited Turns

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

| Column 1<br>Intersection           | Column 2<br>Direction | Column 3<br>Prohibited Turn   |
|------------------------------------|-----------------------|---|
| Clarence Street with Dundas Street | Northbound            | Left (Bicycles Exempted)  |
| Clarence Street with Dundas Street | Southbound            | Right (Bicycles Exempted)   |
| Dundas Street with Clarence Street | Eastbound             | Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)<br>Bicycles Exempted |
| Dundas Street with Clarence Street | Eastbound             | Left (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)<br>Bicycles Exempted  |
| Dundas Street with Richmond Street | Eastbound             | Left (Bicycles Exempted)  |
| Dundas Street with Richmond Street | Eastbound             | Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)<br>Bicycles Exempted |
| Talbot Street with Dundas Street   | Northbound            | Left (Bicycles Exempted)  |

| Column 1<br>Intersection         | Column 2<br>Direction | Column 3<br>Prohibited Turn |
|----------------------------------|-----------------------|-----------------------------|
| Talbot Street with Dundas Street | Southbound            | Right (Bicycles Exempted)   |

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

| Column 1<br>Intersection           | Column 2<br>Direction | Column 3<br>Prohibited Turn  |
|------------------------------------|-----------------------|--|
| Dundas Street with Clarence Street | Eastbound & Westbound | Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday) |
| Dundas Street with Clarence Street | Eastbound & Westbound | Left (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday)  |
| Dundas Street with Richmond Street | Eastbound & Westbound | Left   |
| Dundas Street with Richmond Street | Eastbound & Westbound | Right (7:00 a.m. to 9:00 a.m. & 3:00 p.m. to 6:00 p.m. Monday- Friday) |

#### 4. Reserved Lanes

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

| Column 1<br>Highways | Column 2<br>Between                  | Column 3<br>Lane                | Column 4<br>Time/Day | Column 5<br>Direction | Column 6<br>Class/Type of Vehicle |
|----------------------|--------------------------------------|---------------------------------|----------------------|-----------------------|-----------------------------------|
| Dundas Street        | Ridout Street N to Wellington Street | 1 <sup>st</sup> lane from South | Anytime              | Eastbound             | Bicycle                           |
| Dundas Street        | Ridout Street N to Wellington Street | 1 <sup>st</sup> lane from North | Anytime              | Westbound             | Bicycle                           |

This by-law comes into force and effect December 31, 2021.

PASSED in Open Council on April 13, 2021

Ed Holder

Mayor

Catharine Saunders

City Clerk

First Reading – April 13, 2021

Second Reading – April 13, 2021

Third Reading – April 13, 2021