

BIKES ON DUNDAS

An Alternate Design for Dundas St in Old East Village

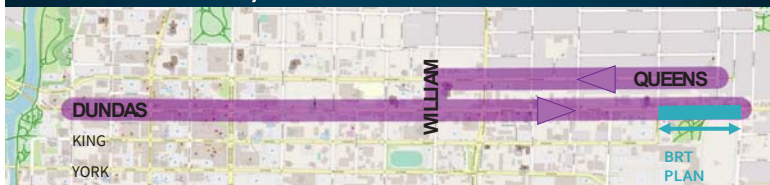


Presentation by: Daniel Hall and Rebecca Henderson

History of East-West Bikeway

- First presented as a top-5 priority by London Cycle Link in 2016 Budget Talks
- Bi-directional cycle tracks were planned for Queens Ave because BRT was originally planned for Dundas in 2017
- Currently in Downtown Bikeway Study - Uni-directional cycle tracks on Dundas were considered but bi-directional was not

Current 'Hybrid' Plan



- (Wellington to William) Uni-directional protected bike lanes on each side of Dundas
- (William to Ontario): Cycle tracks, Eastbound on Dundas – Westbound on Queens
- (Ontario to Egerton): BRT plan - multi-use path for Eastbound and Westbound on south side of Dundas

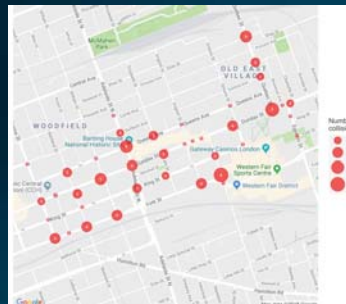
Current 'Hybrid' Plan

- Not intuitive or convenient for westbound cyclists
- Doesn't connect well with future BRT plans
- Will cyclists still ride in mixed traffic westbound on Dundas, or will they detour?

Do cyclists detour? Well, kind of.

- Cycle routes should be direct, based on desire lines, and result in minimal delays door to door. Indirect cycle routes or excessive delays may lead cyclists to choose more direct routes with greater risk (Misra, 2016)
- Preference question for westbound cyclists: "If this and other route options were available, how likely are you to choose to cycle on this type of route?"
- **What's not clear is how many cyclists would avoid a short link with high traffic speed or volume if the decision increased their trip length, travel time**

Will the Queens St proposal reduce risk?



- n=97 collisions (MVC-cyclist collisions 2006-2017)
- Fault: 60% cyclists, 29% motorists, 11% both/unknown
- 25% (24/97) sidewalk cycling
- Charges: no horn (3), improper brakes (2), improper bicycle lighting (3), cyclist in crosswalk (6), cyclist in sidewalk (16), drive wrongway (2)

Transport decisions need to consider the effect of infrastructure on health inequities

- 6 organizations providing service to Londoners experiencing marginalization
- There are higher bicycling injury rates for children, older adults and those with low income (Pucher, 2011; Davison, 2013; Barajas, 2016)

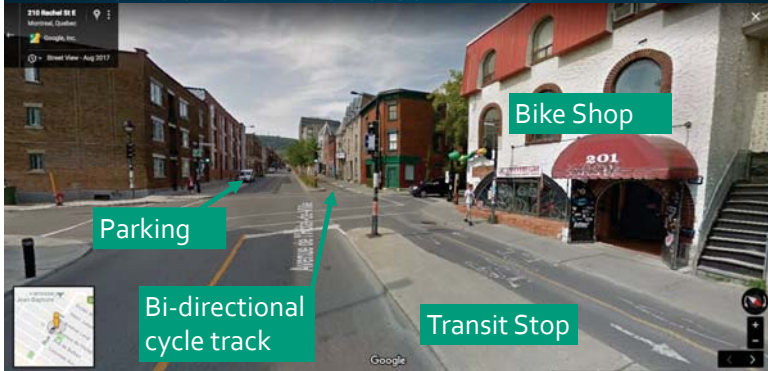


Why isn't there two-way cycling facilities planned on Dundas?

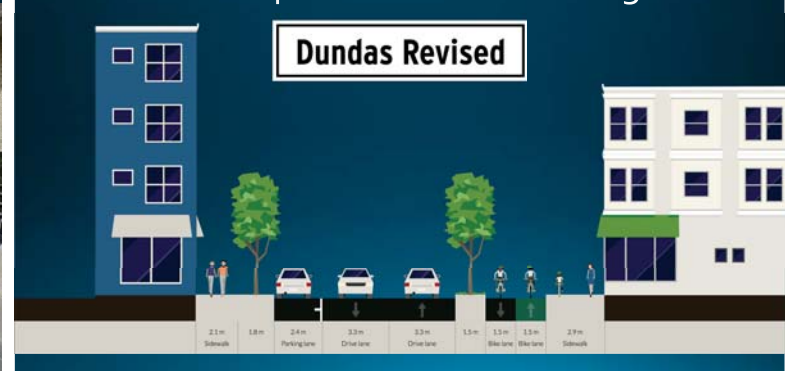
- Lack of space
- Prioritizing vehicles lanes and parking lanes
- Prioritizing wider sidewalks, patios, and landscaping



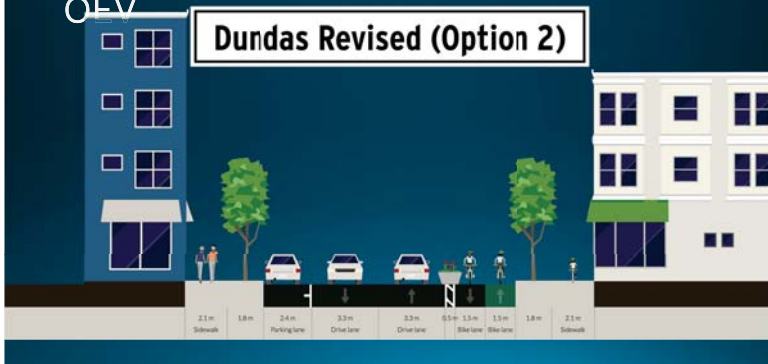
Rue Rachel in Montreal – 18.0 m wide



Bi-directional plan on Dundas through OEV



Bi-directional plan on Dundas through OEV



Why it Works

- Will increase number of people on bikes – safe and convenient
- Aligns with:
 - 2030 Master Plan – Active transportation mode share of 15%
 - CMP – “the culture of cycling within London is encouraged and achieved by providing infrastructure which is considered comfortable, safe and convenient” – (MMM Group, 2016). Vision Statement
 - Complete Streets – “London’s streets will be designed for connectivity and support the use of active and sustainable modes of transportation” – (WSP Group, 2018) Vision Statement 1.4 (3)
 - Complete Streets – “The vibrant commercial environment typically found along Main Streets can generate significant volumes of cyclists.” – (WSP Group, 2018) Section 4.5 - Main Streets
- Bi-directional cycle tracks are less intuitive but work when intersections/driveways are infrequent

Why it Works – Part 2

- Bloor St in Toronto – “Patrons arriving by foot and bicycle visit the most often and spend the most money per month” (Clifton, et al. 2013; Fleming, Turner and Tarjomi 2013; Rowe 2013; Stantec 2011; Sztabinski 2009; TA 2006).
- New Development along Dundas (1,000 units or approx. 1,600 people already proposed near this area).
- Bike Share Coming – Cycling infrastructure needs to be intuitive for new riders

Rachel in Montreal Dundas in OEV

- Intersection every 60 meters
- 18.0 metres wide
- Centre of city – high volumes of cross traffic and turning movements
- Two-way cycle tracks 72% relative risk of injury compared to adjacent bike routes (Lusk, Furth, Morency, Miranda-Moreno, Willett, & Dennerlein, 2011)
- Intersection every 250 metres and no left-turn allowed at Adelaide
- 20.3 metres wide
- Constrained to the north by CP tracks, to the south by CN tracks - less cross traffic and turns

Support from these businesses

- Asmara Coffee
- Bread and Roses Books
- Red Cat Farm
- Curly Girl Home Décor
- Go Easy
- The Hungary Butcher
- Mitch’s Treasures
- The Old East Village Grocer
- So Inviting
- B13 The Baker’s Dozen
- The Root Cellar
- The Market at Western Fair District
- Wisdom: Café, Teashop, Japanese Creperie

Our Ask

- Requesting that CAC endorse this presentation
- Requesting that CAC make a motion for staff to complete a review of bi-directional cycle tracks on Dundas between William and Ontario

For questions,
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References

- Lusk, A. C., Furth, P.G., Morency, P., Miranda-Moreno, L.F., Willett, W.C., & Dennerlein, J.T. (2011). Risk of injury for bicycling on cycle tracks versus in the street. *Injury Prevention* 2011 (17), pp. 131-135. doi: 10.1136/ip.2010.028696
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- Misra, A. (2016). Modeling Cyclists' Willingness to Deviate from Shortest Path Using Revealed Preference Data
- London Police Services Collision Data (2006-2017)