

# Cycling Advisory Committee

## Report

11th Meeting of the Cycling Advisory Committee  
November 21, 2018  
Committee Room #4

Attendance                   PRESENT:   D. Mitchell (Chair), D. Doroshenkso, R. Henderson, J. Jordan, R. Sirois, D. Szoller, M. Zunti; and P. Shack (Secretary)

ABSENT:       W. Pol and A. Stratton

ALSO PRESENT: D. Hall, S. Harding, P. Kavcic, D. MacRae, L. Maitland, B. McCall, A. Miller and S. Wilson

The meeting was called to order at 4:05 PM.

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

### 2. Scheduled Items

#### 2.1 King Street Cycle Lane Improvements Update

That it BE NOTED that the Cycling Advisory Committee heard a verbal update from P. Kavcic, Transportation Design Engineer, with respect to King Street Cycle Lane Improvements Update.

#### 2.2 Old East Village Cycle Track

That Civic Administration BE REQUESTED to consider a review of the presentation with respect to the bi-directional cycle tracks on Dundas Street between William Street and Ontario Street; it being noted that the Cycling Advisory Committee received the attached presentation from R. Henderson and D. Hall, Executive Director, London Cycle Link with respect to the Proposal for Old East Village Cycle Track.

### 3. Consent

#### 3.1 10th Report of the Cycling Advisory Committee

That it BE NOTED that the 10th Report of the Cycling Advisory Committee from its meeting held on October 17, 2018, was received.

#### 3.2 Municipal Council resolution adopted at its meeting held on October 16, 2018, with respect to 1st Report of the Town and Gown Committee

That it BE NOTED that the Municipal Council resolution adopted at its meeting held on October 16, 2018, with respect to 1st Report of the Town and Gown Committee, was received.

3.3 ReThink Zoning Draft Terms of Reference

That it BE NOTED that the Cycling Advisory Committee held a general discussion with respect to the ReThink Zoning Draft Terms of Reference, and will be bringing forward for comments at a future meeting.

3.4 Notice of Public Update Meeting - Wilton Grove Road Reconstruction - Commerce Road to Westchester Bourne

That it BE NOTED that the Notice of Public Update Meeting-Wilton Grove Road Reconstruction-Commerce Road to Westchester Bourne, was received.

3.5 Notice of Study Completion - Fanshawe Park Road and Richmond Street Intersection Improvements - Municipal Class Environmental Assessment

That it BE NOTED that the Notice of Study Completion-Fanshawe Park Road and Richmond Street Intersection Improvements-Municipal Class Environmental Assessment, was received.

**4. Sub-Committees and Working Groups**

That it BE NOTED that the Cycling Advisory Committee held a general discussion with respect to bicycle theft in London.

**5. Items for Discussion**

5.1 Committee Term of Cycling Advisory Committee

That it BE NOTED that the Cycling Advisory Committee heard a verbal update from P. Shack, Committee Secretary, with respect to the extension of the terms of Advisory Committee members; it being noted that the current terms of Advisory Committee members will be extended to the date of June 1, 2019, and a new term will run from June 1, 2019 to February 2021.

5.2 Cycling Advisory Committee Survey - D. Szoller

That it BE NOTED that the Cycling Advisory Committee heard a verbal update from D. Szoller with respect to a Cycling Advisory Committee Survey.

5.3 December Meeting Date

That it BE NOTED that the Cycling Advisory Committee will meet on December 19, 2018.

**6. Deferred Matters/Additional Business**

None.

**7. Adjournment**

The meeting adjourned at 6:00 PM.

# BIKES ON DUNDAS

An Alternate Design for Dundas St in Old East Village

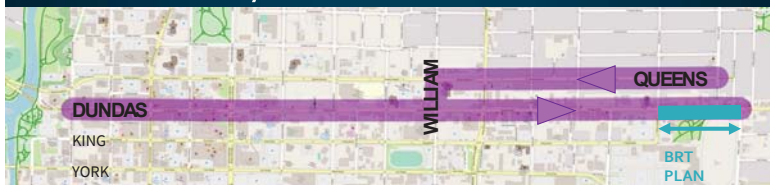


Presentation by: Daniel Hall and Rebecca Henderson

## 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

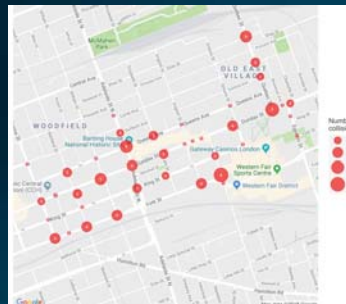
## Current 'Hybrid' Plan

- 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**

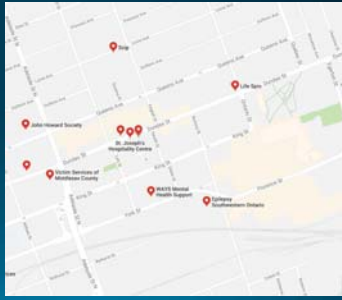
## Will the Queens St proposal reduce risk?



- 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)

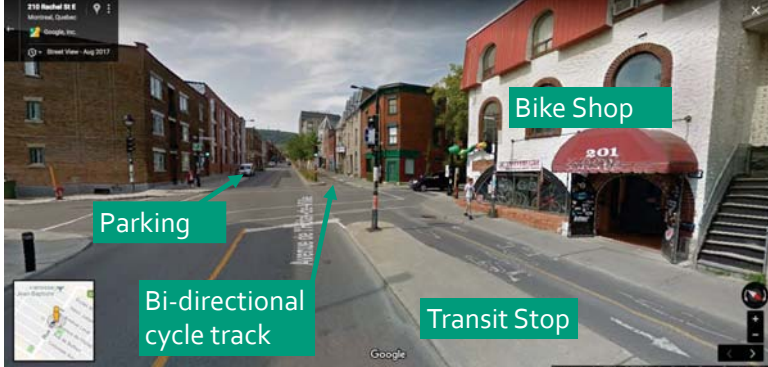


## Why isn't there two-way cycling facilities planned on Dundas?

- 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,  
Daniel Hall, Executive Director, [info@londoncyclelink.ca](mailto:info@londoncyclelink.ca)  
Rebecca Henderson, [rhendeg@uwo.ca](mailto:rhendeg@uwo.ca)

## 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
- MMM Group. (2016). *City of London Cycling Master Plan*. Retrieved from City of London Website: <http://www.london.ca/residents/Environment/EAs/Documents/London%20ON%20Bikes%20-%20Full%20Executive%20Summary%20-%20September%202016.pdf>
- Sztabinski, F. (2009). *Bike lanes, on-street parking & business: A study of Bloor Street in Toronto's Annex neighbourhood*. Retrieved from Clean Air Partnership Website: [http://www.cleanairpartnership.org/wp-content/uploads/2016/08/BikeLanes\\_ParkingandBusiness\\_Year1Report\\_Feb2009\\_Final\\_NewCover.pdf](http://www.cleanairpartnership.org/wp-content/uploads/2016/08/BikeLanes_ParkingandBusiness_Year1Report_Feb2009_Final_NewCover.pdf)
- WSP Group. (2018). *London Complete Streets Design Manual*. Retrieved from City of London Website: <http://www.london.ca/residents/Roads-Transportation/Transportation-Planning/Documents/CSDM%20-%2020180911.pdf>

## References continued

- Winters, M., Branion-Calles, M., Therrien, S., Fuller, D., Gauvin, L., Whitehurst, D. G. T., & Nelson, T. (2018). Impacts of Bicycle Infrastructure in Mid-Sized Cities (IBIMS): Protocol for a natural experiment study in three Canadian cities. *BMJ Open*, 8(1), 1-11. <https://doi.org/10.1136/bmjopen-2017-019130>
- Misra, A. (2016). Modeling Cyclists' Willingness to Deviate from Shortest Path Using Revealed Preference Data
- London Police Services Collision Data (2006-2017)