

March 4, 2019

Dear members of council,

The East-West Bikeway connecting Old East Village with Downtown is an excellent opportunity to see rapid growth in the number of Londoners choosing to cycle. Both areas are vibrant, diverse, and expanding hubs of activity and are less than a 10-minute bike ride apart. Providing protected bike lanes **directly** between them will make cycling one of the most convenient and well-used options available.

Some Old East Village businesses have expressed concern about the reduction of on-street parking that is required to add bicycle infrastructure. We acknowledge that any change that affects their customers is something to be concerned with. Having said that, providing a direct and safe option for people on bikes will bring hundreds if not thousands of new riders to Dundas Street, who are potential customers passing directly by their businesses on a regular basis.

Research on the economic impacts of converting road space to bike infrastructure is spotty for mid-size cities, but for large cities, such as Toronto<sup>1</sup>, Portland<sup>2</sup>, and New York<sup>3</sup>, it has been found that people on bikes stop more often and spend more per month than their driving counterparts.

Additionally, there is good evidence that protected bike lanes result in rapid increases in the number of people cycling. In Hamilton, a two-way protected bike lane on Cannon Street saw growth from 580 daily cyclists in year one, to 972 daily cyclists in year three<sup>4</sup>. In Calgary, the downtown cycle track network increased cycling volumes by 40% in the first year<sup>5</sup>. More people cycling will make our city healthier, more sustainable, and give more choice in how we get around.

**People on bikes can be a key component of the successful revitalization of Old East Village.** As the number of cyclists increases, Old East businesses will gain more customers. As businesses flourish there are more reasons to go to Old East and the number of cyclists will increase. But if we build the City's hybrid plan, the success of Old East will lead to a greater

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<https://www.tcat.ca/resources/economic-impact-study-of-bike-lanes-in-torontos-bloor-annex-and-korea-to-wn-neighbourhoods/>

2 [http://kellyjclifton.com/Research/EconImpactsofBicycling/TRN\\_280\\_CliftonMorrissey&Ritter\\_pp26-32.pdf](http://kellyjclifton.com/Research/EconImpactsofBicycling/TRN_280_CliftonMorrissey&Ritter_pp26-32.pdf)

3

<https://d3n8a8pro7vhmx.cloudfront.net/americanbikes/pages/211/attachments/original/1351785187/2012-10-measuring-the-street.pdf?1351785187>

4 <https://www.thespec.com/news-story/8678655-council-digest-cannon-street-bike-lanes-here-to-stay/>

5

<http://www.calgary.ca/Transportation/TP/Pages/Cycling/Cycling-Route-Improvements/Downtown-cycle-track-pilot-project.aspx?redirect=/cycletracks>

penalty to cyclists, who want to be on Dundas where the destinations are, but are directed to Queens.

Additionally, the secondary plan for Old East encourages high-density development on the south side of Dundas and mid-rise on the north side. As development on Dundas increases, the need for cycling infrastructure on Dundas will as well. **Two-way bike lanes on Dundas are future-proof.**

Providing bike lanes in both directions will mean a better pedestrian realm. Adding protected bike lanes to Calgary's downtown streets saw a reduction of sidewalk cyclists from 16% of cyclists to 2% in the first year<sup>5</sup>.

If we build cycling infrastructure in both directions on Dundas, it will offer a safe and convenient travel choice - whether you choose to walk, cycle, take the bus or drive. With **two high schools along Dundas**, a diverse retail offering, a number of social services in Old East, and lots of cultural amenities, we need to offer a solution for everyone.

Please vote to refer the East-West Bikeway back to staff for further consultation on a two-way Dundas solution.

Sincerely,

Daniel Hall  
Executive Director

