

Item 4.2

February 13, 2020
Jamieson Roberts
Chair, Cycling Advisory Committee
City of London, Ontario
300 Dufferin Ave
London, ON N6B 1Z2

Mike Pletch
Dillon Consulting

Dear Mr. Pletch,

Thank you for attending the 12th meeting (2019) of the Cycling Advisory Committee, and presenting your ongoing work on regarding the Old East Village (OEV) Bikeway. The intent of this letter is to follow up with questions regarding the work, and to request further input on your ongoing projects. Written follow-up would be appreciated on or before March 31, 2020.

Regarding the intersection at Dundas-Lyle-Elizabeth Streets. Generally speaking, the intersection is complex, unprotected for cyclists and pedestrians, and has three separate motor vehicle phases. It received the largest amount of discussion from the committee, and will receive the majority of the discussion in this follow-up as well. The committee has several concurrent concerns regarding this junction:

- The “jughandle” left turn onto northbound Elizabeth Street may not be wide enough, nor have sufficient turning radius, to accommodate cargo bikes, adaptive cycles, bikes with trailers (including double-wide children trailers), tag-a-longs, or other non-standard bicycles. How will the team ensure accommodation of para-cyclists, family cyclists, and other wheeled vehicles in this space?
- A “scramble” style crossing for pedestrians and cyclists was suggested in the committee discussion, and we re-emphasize here that this treatment may be better for all parties, rather than mixing motor traffic with vulnerable road users.
- Barring a scramble crossing, right-turn only may be preferred for motor vehicles, to decrease conflict between motorists and vulnerable road users. The unusual nature of the intersection suggests additional controls would be beneficial for all users.
- Would your team consider raised crosswalks and cycle crossings, particularly on Dundas crossing Lyle Street?
- Leading green pedestrian and cycling intervals would be beneficial for avoiding “right hook” turns from motor vehicles turning off Dundas.
- No right on red is essential in all directions to ensure all user safety. In the drawings we received, there is only no right on red from Lyle onto Dundas.
- Some members found it problematic that cyclist and pedestrian crossings were limited (e.g. English Street junction has no left turn for cyclists), yet motorists movements were prioritized at all junctions.
- We heard in the meeting that much of the above was considered, and that our suggestions would make the intersection safer (the suggestions of our group were similar to those provided by subcontractor Urban Systems). However, these ideas were not put into practice in the design because “the developers probably wouldn’t go for that.” What does this mean, exactly? Who is accountable/responsible for safe design of streets in our city?

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Other more general comments

- What is the plan for snow removal in the corridor, particularly the narrow section between Adelaide and Elizabeth?
- How will the west end of the bikeway connect seamlessly with the next planned bikeway leg? This junction seems particularly well-suited to a protected intersection, given the high pedestrian and cycling volumes, and considerable extra space to accommodate additional safety features.
- As “salmon” riding (e.g. “wrong way cycling”) is common on King Street’s protected bike lane, where similar to this Dundas design, there are no westbound cycling facilities. What is being done to prevent this behaviour in the OEV?
- While not discussed in-meeting, a 30 km/h speed limit would be preferable, particularly in the “core” of the OEV from Adelaide to Ontario Streets, where substantial volumes of pedestrians are present.
- Short term bicycle parking in this area should be the standard “bike staple” design that is accessible to all types, shapes, and sizes of bike, both standard and non-standard as outlined above. Current post-and-ring design should be phased out, as this design is not as accessible as the tried-and-true bike staple. Decorative/artistic bike parking should only be included as public art, not as a component of regular required bike parking.
- Finally, we have included an infographic from Dutch cycling organization BYCS illustrating potential user groups of the OEV Bikeway. Could you please provide a brief overview (2-3 sentences for each) of how the OEV Bikeway serves, or does not serve, each type of cyclist.

Thank you for your time and consideration, we await your responses.

Sincerely,

Jamieson Roberts

On Behalf of the City of London Cycling Advisory Committee

cc:

Doug Macrae, City of London Director of Roads & Transportation

Peter Kavcic, City of London

Andrew Giesen, City of London

Daniel Turner, City of London

Councillor S. Lehman, Chair, City of London Civic Works Committee

Councillor M. Cassidy, Member, City of London Civic Works Committee







Councillor E. Peloza, Member, City of London Civic Works Committee

Councilor P. Van Meerbergen, Member, City of London Civic Works Committee

Councillor S. Lewis, Member, City of London Civic Works Committee

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THE DUTCH CATEGORISE CYCLISTS INTO SIX GROUPS

 <p>THE EVERYDAY CYCLIST</p> <p>Someone trying to get to work or school, taking a direct route & wishing to continue cycling undisturbed, wanting to stop as rarely as possible.</p>	 <p>THE SPORTS CYCLIST</p> <p>Someone doing cycling for sport, including mountain bikers, road racers & others. They tend to cycle in laps or for a long distance, moving very quickly, which can lead to conflict with other road users & even other cyclists!</p>	 <p>THE RECREATIONAL CYCLIST</p> <p>Someone cycling for the enjoyment of being on their bike and with others, stopping commonly for food, coffee or at other attractions.</p>	 <p>THE ATTENTIVE CYCLIST</p> <p>Someone who wants to be able to cycle safely, understands the traffic rules well and also wants to follow them. They want good sign posting, and clear intersections.</p>
 <p>THE VULNERABLE CYCLIST</p> <p>Someone who wants a traffic-safe, peaceful cycling environment, where they are not passed by other traffic and even other faster cyclists; infrastructure must be forgiving to allow for errors. They tend to be children, the elderly and disabled people.</p>	 <p>THE COURIER CYCLIST</p> <p>Someone who wants to get from A to B very quickly because they cycle under time pressure. They also often require more space. They represent a range of riders, some wearing large backpacks, others using three or four wheel cargo bikes.</p>		

Source: <https://safercycling.roadsafetyngos.org/best-practice-guide/> via https://twitter.com/cycling_embassy/status/1231609933726089216?s=21