

Item 4.2

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

Stephen Tam and John Zunic
WSP Consulting

Dear Mr. Tam and Mr. Zunic,

Thank you for attending the 12th meeting (2019) of the Cycling Advisory Committee, and presenting your ongoing work on regarding the Dundas Street 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.

Much of the committee's discussion centred on intersection design and connectivity with other routes.

- In the opinion of this committee, most of the cross streets in this section warrant a protected intersection to create a comfortable all-ages-and-abilities bikeway. Particularly Wellington, Waterloo, Colborne, William, and Adelaide need protected crossings for children, seniors, and other vulnerable cyclists to use the facilities.
- Setback crossings and adjacent crossings may be used contextually. Middle bicycle lanes or shared crossings should never be used in all-ages-and-abilities context.
- Protected intersections are preferable to two-stage-queue boxes. The "Ontario Bike Box" design used on Colborne (e.g. OTM Book 18 Figure 4.50) should never be used in any context. It is not all-ages-and-abilities friendly in any sense, and we could not find another jurisdiction with high rates of cycling that has used this design.
- How will the west end of the bikeway connect seamlessly with Dundas Place?
- How will the east end of the bikeway connect seamlessly with the OEV bikeway in both directions (e.g. how do on-road cyclists traveling westbound from the OEV toward downtown join the protected bikeway)?

Other more general comments and answers from your presentation

- Transit islands are greatly preferred to designs that require passengers boarding a bus to wait in the bike lane, or to step blindly off the bus into the bike lane. Lesson from King Street: the transit islands/timing points under Citi Plaza work reasonably well.
- Raised cycletrack, with raised crossings are preferable to at-grade crossings with precast concrete curbs.
- Widths of cycling facilities need to accommodate adaptive cycles, recumbents, trikes, double-wide child trailers, cargo bikes, and other non-standard cycling equipment. Standard Dutch design allows for two-up riding on standard bicycles with a child beside a parent, which we as a committee think sounds great. Lesson from Colborne Street: Colborne does *not* work for most non-standard bicycles.
- While not discussed in-meeting, a 30 km/h speed limit would be preferable, as this stretch of Dundas is a connector between two slower speed areas, the Old East Village, and Dundas Place, while passing two high schools and many residential/hotel properties. Consistency of speed limits

Item 4.2

through the whole section from Ridout to Ontario Street would also assist in maintaining driver compliance, and would boost safety for all road users. Currently much of this stretch is over-wide, and feels like riding on a highway. Narrowing and slowing wherever possible would be greatly appreciated.

- Bollard placement and height was discussed in-meeting. High, closely-spaced flexi-posts as are currently deployed on King Street make children and sport cyclists in drop-bar position nearly invisible. Are there better standards or materials that could effectively protect cyclists while allowing them to be visible, too?
- 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 Dundas Street Bikeway. Could you please provide a brief overview (2-3 sentences for each) of how the Dundas Street 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

Item 4.2

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