

Hello,

The initial designs made public for enhancement and accommodation of cycling on Dundas Place do not adhere to any standards or practices that can be found anywhere else that I am aware of. I am concerned this would be a dangerous experiment for Londoners. Having vehicles cross a painted lane to park and re enter traffic will result in someone being hit. We've heard the arguments that these spaces are required for third party delivery agents supporting businesses, that only raises the risk and concern for safety resulting from the frequent short use.

While it seems everything downtown is in a state of decline, cycling is not. The CoL counters on either side have shown that despite a lack of commuters cycling has increased dramatically. Leverage our strengths and opportunities against our weaknesses and threats.

<https://www.cbc.ca/news/canada/london/dundas-place-could-lose-vehicle-lane-bike-traffic-1.5926452>



Dooring never has to happen if we stop promoting it as a compromise. The real tragedy is that door zone riding is so heavily promoted, even after decades of observing the carnage it causes. A surprising number of people prefer to view bicycle crashes as either (a) completely random, or (b) the fault of someone else.

These beliefs fuel the society-wide opinion that bicycling has huge risks that can't be managed. Some bicyclists feel validated when they see a bike lane, but I know how dangerous it is if it's in the door zone first hand. But by gum, it's a bike lane, and that says the city must love bicyclists.

Door Zone BLs are a sanctioned known hazard for bicyclists. Bicycling advocates should make it known that Door Zone BLs are unacceptable. Traffic engineers should not install BLs that have inadequate clearance to lateral obstructions, and certainly not with obstructions that may without warning appear in the travel way (Doors, Mirrors and front quarter panels).

For decades it has been the conventional wisdom that crashes involving bicyclists and opening car doors are rare. This belief is based on motor vehicle crash reports, but these reports generally exclude this crash type by definition. More complete sources show that dooring crashes are **one of the most common causes of urban bicycle-motor vehicle collisions, accounting for 12%–27% of the total.** - Volume 120, November 2018, Pages 74-82 - Accident Analysis & Prevention

Additional Source:

References Harkey, D.L. and Stewart, J.R. "Evaluation of Shared-Use Facilities for Bicycles and Motor Vehicles," Transportation Research Record 1578, 1997, pp. 111-118. http://safety.fhwa.dot.gov/fourthlevel/design_b.htm

It boils down to this. If the street isn't wide enough for a safe bike lane. You could put in a very unsafe bike lane, like the one planned, remove the parking, or figure out some other way to tame the street for bike and pedestrian use.

Regards,

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