

Subject: [EXTERNAL] Dundas Place - Temporary Bicycle Lanes and Revised Parking Limits

Dear members of Civic Works Committee

I am writing to express my concerns regarding the proposed pilot project for Dundas Place.

While I am a strong advocate of protected bike lanes across our city, the Dundas Place proposal submitted for your approval raises a number of red flags for me as a person who walks and a person who will be cycling a lot this summer with the delivery of my new cargo bike. The proposed design does not adhere to safe transportation infrastructure best practices, which is disappointing and inexplicable as there are so many examples readily available. The proposed design puts everyone at increased risk including people walking trying to avoid being hit by people cycling as they try to avoid being 'doored' or hit by people driving. This high-conflict zone will do little to encourage more people to bike and/or enjoy our flex street, it may even dissuade people from visiting when our downtown businesses desperately need our support.

The recent investments in a re-designed Dundas Place have great potential, and I look forward to shopping and seasonal patio dining sooner rather than later. Unfortunately its design did not include safe, protected bike lanes for some unfathomable reason, despite the fact that the King Street bike lanes were slated as temporary and the OEV Dundas Cycle Track was presumably on the radar if not already in the planning stages. To the public these ongoing issues of seeming disconnect between City projects/departments and lack of cohesive, long-term vision are unsettling and do little to build faith in an already strained view of government.

There are many thousands of parking spaces throughout the downtown core. I strongly urge you to consider restricting parking on Dundas Place to handicap and temporary loading zone only. This change will prioritize those who truly *need* parking in close proximity to particular businesses/locations and will encourage people to explore other Dundas Place shops as they walk to their desired destination. The flagrant, ongoing parking violations on Dundas Place sidewalks needs to be addressed seriously through rigorous enforcement and/or revision of the design through installation of more bollards that clearly demarcate permitted parking space for people driving. Motor vehicle parking incentives and additional subsidies should only be considered as a short-term post-COVID / post-construction resource, not a costly long-term strategy.

Assuming this proposed pilot project is to help increase biking safety — which is obviously desperately needed — it is disappointing that City staff did not begin this initiative by consulting with the Cycling Advisory Committee *first*, get their support along with Dundas Street merchants, and *then* bring forward a fully-vetted and fully-supported pilot project to Civic Works Committee and City Council. The current strategy has simply angered and frustrated a lot of people while wasting valuable time and resources. If this is the only approved strategy for bringing forward new initiatives such as these then that needs to be changed. Open and unbiased community outreach and engagement is the key building block in creating resilient, flexible, and sustainable public policy.

Regards,
Sandra Miller

Member, [Congress for the New Urbanism](#), [Strong Towns](#), and [Urban League of London](#)