From: Mike Wickett
Sent: Tuesday, March 2, 2021 10:17 AM
To: CWC <cwc@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Peloza, Elizabeth <epeloza@london.ca>
Subject: [EXTERNAL] Dundas Street Proposal 🚗🚲🛍️🚶🎯

CC: *Barbara Maly, Executive Director, Downtown London*

Josh Morgan, Councillor, Ward 7 (my ward)

Ed Holder, Mayor

Kelly Scherr, Head of Engineering

Chairperson Peloza and members of the Civic Works Committee,

I'm writing in regards to the proposal recently circulated to make Dundas between Ridout and Wellington into a one-way street with with painted bike lanes on either side, with parking lanes on the outside.

I'll briefly look at a few different topic areas that related to this proposed solution. I appreciate your time in reading this message.

Current proposal unsafe for all ☐🚦

As proposed, this design is dangerous for all road users. Riding a bike between a traffic lane and a row of parked cars is terribly dangerous for cyclists. It leaves no room for error, it isn't all ages friendly and creates a significant risk of "dooring". I am a regular cyclist. Best practice street design, backed by research shows that bike lanes should always be buffered by enough space.

I use a cargo bike to "commute" my young daughter to and from school every day, regardless of weather. I am *also* a driver. As a cyclist AND a driver, I never want to be in a situation where I have physical contact with someone using a different mode. In the case of "dooring", the outcomes are far worse for the cyclist (hitting the door, getting knocked into moving traffic, etc.). I invite you view this very brief, startling video for an idea of what I'm referring to. But also, as a driver, although I may not be physically injured, being involved in such an incident would be extremely traumatic. Designing our streets to make such occurrences impossible (or dramatically less likely) should be a top priority.

Misunderstanding of the impact of parking on business ☐☐

From what I've heard (both online and on CBC radio, Mar 2 ~7:45am interview with Barbara Maly), a significant amount of the opposition to making the Dundas street design is related to local businesses conflating access to parking with increased customer traffic.

I'm going to quote David T. Issac, also a London resident who has written an excellent, well researched letter regarding this issue:

The Benefit of Protected Bike Lanes

Painted bike lanes are not an effective way to protect cyclists, and have no significant effect on reducing collisions.[7] Only lanes with a physical barrier provide meaningful protection to cyclists. The more protected a bike lane is, the greater the vehicle passing distance is, which is safer for cyclists.[8] In addition to making cycling safer, introducing protected bike lanes reduces accidents for all road users – including drivers.[9] In fact, as the number of cyclists increases, the fewer bike/car accidents there are.[10]

Cyclists correctly perceive protected bike lanes to be safe.[11] This applies to older cyclists[12] as well as children.[13] As a result, where protected bike lanes are built, significantly more people use them. For instance, Seattle saw a 400% increase in cyclists after adding protected bike lanes.[14] Mode share in areas of Montreal and Vancouver that have a protected bike network approaches 20%, but declines where no protected network exists.[15]

The Report states that

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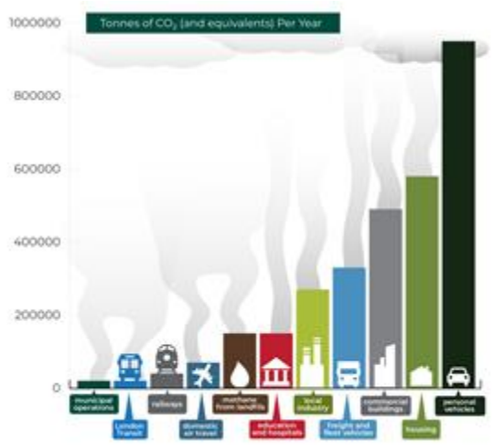
[4] Evans et al, 2018: "Factors Affecting Vehicle Passing Distance and Encroachments While Overtaking Cyclists".
[5] Beck et al, 2019: "How much space do drivers provide when passing cyclists? Understanding the impact of motor vehicle and infrastructure characteristics on passing distance".
[6] Schimek, 2018: "Bike lanes next to on-street parallel parking".
[7] Bhatia et al, 2016: "Examining the impact of cycle lanes on cyclist-motor vehicle collisions in the city of Toronto".
[8] Evans et al, 2018: "Factors Affecting Vehicle Passing Distance and Encroachments While Overtaking Cyclists".
[9] Marshall & Ferenchak, 2019: "Why cities with high bicycling rates are safer for all road users".
[10] Hamra et al, 2020: "Motor Vehicle Crashes Involving a Bicycle Before and After Introduction of a Bike Share Program in Philadelphia, Pennsylvania, 2010–2018".
[11] Hoglund, 2020: "Safety-oriented practices of adult bicycle riders in Brooklyn, New York USA: an interview study".
[12] Scheper et al, 2020, "The perception of bicycle crashes with and without motor vehicles: Which crash types do older and middle-aged cyclists fear most?".
[13] Zhao et al, 2020: "Risk Perception Sensitivity of Cyclists Based on the Cox Risk Perception Model".
[14] Schmitt, 2019: "Ridership Jumped 400% When Seattle Protected a Bike Lane".
[15] Teschke et al, 2017: "Proximity to four bikeway types and neighborhood-level cycling mode share of male and female commuters".

The City and Downtown London need to work together to understand the dynamic of cycling, driving, parking and business traffic. So many decisions are based on assumptions, or on the anecdotal gut feelings of business owners. I want our downtown to thrive, and improving cycling and active transportation is a way to do that. My wife and I have stopped at a newly discovered business and made purchases *because* we were on our bikes and could easily stop without having to try to find parking - but if we'd been in our car, we wouldn't have even noticed that the business was there.

Cars don't buy things at businesses. People do.

Climate change - climate emergency ☐

The City of London declared a climate emergency some years ago (I think 2018?) and one day ago, the City's official account tweeted a graphic showing the breakdown of C02 emission sources. Personal vehicles are by far the largest emitter of greenhouse gases.



Prioritizing personal vehicles as a transportation mode on *any* road design is the complete opposite of what we as a community should be doing. We, as a community, country and species are out of time. We must take dramatic and rapid action to reduce our impact on the climate.

Please also see the letter submitted by Ben Cowie, it covers some excellent points around the design specifics.

Thank you again for your consideration in reviewing this message.

Sincerely,

Michael Wickett