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## **DUNDAS PLACE CYCLING CONFIGURATION**

Councillor Elizabeth Peloza, Chair  
cwc@london.ca  
City of London, Civic Works Committee

Dear Councillor Peloza and Civic Works Committee,

The purpose of this letter is to share concerns regarding the recent staff proposal to accommodate cycling on Dundas Place. I appreciate staff's acknowledgement that the current configuration is unsafe for cycling, and accept their willingness to listen to the community as an invitation to find a design that is safe for users of all ages and abilities.

I have several concerns that should impact the design of the reconfiguration:

1. Traffic on Dundas Place will likely increase substantially in 2021 due to the closure of all eastbound lanes on King Street as well as a return to more 'normal' traffic levels post lockdown.
2. Illegal parking and stopping is a serious problem in the current configuration. Vehicles are often parked or stopped illegally outside of permitted parking spots and even in the pedestrian area. Illegal parking will continue to be a major issue in 2021 and beyond if not addressed.

I have several concerns with the proposed reconfiguration:

The proposed design ...

- does not separate motor vehicle traffic from cyclists with any physical barrier.
- does not lower motor traffic volumes to levels that would be safe for all-ages-and-abilities mixed traffic riding (e.g. like a residential street).
- requires drivers to cross the bike lane to park. Given current driver behaviour there would be no impediment to someone choosing to stop or park in the bike lane.
- places the cycling lane in the "door-zone" of parked vehicles on both sides of the street. The consequences of a door zone collision, in the westbound direction in particular, would result in a cyclist being knocked into oncoming traffic, giving the driver little to no reaction time, and a likely catastrophic outcome.
- leaves no margin for error. If a child was using the bike lane and deviated a few centimeters outside the lane, they may be at risk for a collision. While driving a motor vehicle requires licensing, testing, and adult judgment, a child does not possess the same skills and training. We must not exclude children by design from our cycling facilities.

Any street design for Dundas Place should invite users of all ages and abilities to cycle, wheel, scoot, or use an assistive device to access the core of our city. Cars could be permitted but not if detrimental to the safety of other users.

Best regards,

John Weller