

**From:** Joy Cameron  
**Sent:** Monday, March 29, 2021 1:37 AM  
**To:** CWC <[cwc@london.ca](mailto:cwc@london.ca)>  
**Subject:** [EXTERNAL] Bikes on Dundas

Dear members of the Civic Works Committee,

**Where protective infrastructure is non-existent, experienced people on bikes often take the lane defensively to avoid being doored by someone stepping out of a car or hit by a driver who will inevitably pass too closely if they believe they can squeeze by.** However, beginner riders are unaware of these risks and **riding a bicycle downtown should not require an intensive defensive cycling course and bravery – downtown should be for *all* ages and abilities!** Furthermore, *knowing* defensive riding strategies does *not* make it less intimidating to continue taking the lane when there is an angry driver with their foot on the gas pedal honking behind you and riding your tail. It takes incredible bravery to remain safely positioned in a defensive manner when these situations occur – and they occur far too frequently in London.

**The bi-directional bicycle lanes set forth in Option #1 is the *only* option suggested that will allow all road users – including people who use mobility aids, walk, or bike – to feel welcome and safe coming downtown.** Protection between people and vehicles makes streets safer and attracts all ages and abilities to use it. It fulfills the vision of Dundas Place as a place for people and encourages walking, cycling and scooting – all of which will support the Climate Emergency Action Plan. Furthermore, it maintains an eastbound vehicle lane and most of the parking and loading zones.

Reducing the number of vehicles using the street is ideal, since it would increase the safety for vulnerable road users, while simultaneously creating a more enjoyable atmosphere for dining, shopping, and playing. However, repeatedly humans demonstrate that **signage without infrastructure does *not* prevent risky behaviour** – especially where convenience is involved. **The need for infrastructure to manage driver behaviour is readily evident by simply looking at how many drivers park on Dundas Place sidewalks – simply because there are not curbs in the way.** Since Option #3 lacks infrastructure deterrents, it will *not* reduce traffic volume and therefore will *not* create a safer environment. Limiting traffic to One-Way, as planned in Option #2, would achieve a reduction in traffic volume but not to the level required for the average vulnerable road user to feel safe navigating legally or illegally parked vehicles. Ultimately, I am confident that filtered permeability is the best solution for creating a vibrant and inviting downtown; it is disappointing not to see this recommended by staff.

London talks a lot about attracting people downtown. The goal is vibrant public spaces, full of people and thriving businesses. **There are thousands of people on the Thames Valley Parkway, so close to downtown, that we can invite in by connecting Dundas Place to the path with safe and direct walking and cycling facilities.** A safe connection to and through Downtown will connect families to Central Library, students to Fanshawe College, employees to their jobs downtown, and attract a new customer base to shop downtown.

Thankfully, the connection between Ridout and the Thames Valley Parkway will be constructed this spring and the Dundas Cycle Tracks have recently been finalized to connect downtown to Old East Village.

Providing safe cycling infrastructure on Dundas Place would finalize the East-West Bikeway and provide a connection to downtown that will be lost when the King Street bike lane is removed. **Option #1 will make the street safer and more inclusive, help reduce our emissions, support a vibrant downtown and provide additional space for recreation** that is sorely needed with pathways bursting at the seams.

**I ask Civic Works and City Council to endorse filtered permeability, or at a bare minimum Option #1, and commit to safe cycling infrastructure through the downtown.** Let's make Dundas Place a vibrant place full of people and connect the cycling network, now and in the future.

Kind regards,

*Joy Cameron*