

From: Jamieson Roberts

Sent: Monday, September 24, 2018 7:59 AM

To: Saunders, Cathy <csaunder@london.ca>; mbrown <mbrown@london.ca>; van Holst, Michael <mvanholst@london.ca>; Armstrong, Bill <BArmstro@london.ca>; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Hubert, Paul <phubert@london.ca>; Hopkins, Anna <ahopkins@london.ca>; Ridley, Virginia <vr Ridley@london.ca>; Turner, Stephen <sturner@london.ca>; Usher, Harold <husher@london.ca>; Park, Tanya <tpark@london.ca>; Zaifman, Jared <jzaifman@london.ca>

Subject: Letter to Civic Works Committee Regarding King Street Bicycle Lane

Dear Civic Works Committee and all Councillors,

As a downtown resident, parent who bicycles with their child on their bike, and person who is employed in the downtown core it is vital that we make King street safe for all transportation users. I have had countless close calls interacting with various motorized vehicles on King street, which as of right now the only way to traverse the core effectively from east to west. Safe downtown cycling routes are essential to allow people of all ages and abilities to choose a bike for transportation. Thank you for your efforts thus far to support safe streets, by directing staff to examine the King Street cycle route in detail.

I am writing today to encourage you to support the staff recommendation of Option 1d for King Street that will be presented to you at your meeting on September 25, 2018. Option 1d is the closest to the gold standard design for protected bike lanes across North America and Europe. This design results in safe transportation options for people who choose a car, a bus, a bike, or their feet to get around. Option 1d is the design that is most consistent with the National Association of City Transportation Officials guidelines, and will be most intuitive for all users. This design also doesn't conflict with long term goals of BRT on King street and could work quite effectively even with BRT on King street.

In terms of numbers, yes there is an investment needed on the part of the city, but the projected amount for it is less than 1% that the city spent on road infrastructure in 2018. This is a negligible cost in terms of the city budget, but would have a **massive positive** impact for all forms of transportation, not just cyclists due to the positive impacts of removing points of conflict and confusion on the street.

Thank you for supporting safe streets, and for taking steps toward making Canada a bike friendly country and I hope and request that you will support the **staff recommendation of Option 1d for King Street.**

Sincerely
Jamieson Roberts

Jamieson Roberts
Freelance Web Developer

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