

Wednesday, December 12, 2018

Concerning: the bicycle lane over Blackfriars Bridge

Good day members of the Cycling Advisory Committee:

1. I hope that your members will look at the physical situation of the reopened Blackfriars Bridge - the bike lane in particular - and make comment to your overseeing standing committee. I figure you will think as I do that the bike lane is not a great design.
2. Also, if your committee commented (to PEC?) on the design plan several years ago I would appreciate a link to that comment. (and hope that won't be a pain to locate)

When the decision was made to refurbish Blackfriars Bridge due both to its historic and design importance, I hoped it would be a pedestrian/bike only crossing, with enhanced park/river amenities each side. The "compromise" decision was made to have it open to vehicle traffic travelling west to east only, with pedestrian and bike traffic also.

After reading in the December 12/18 LFPress that a car had been spotted going the wrong way, I walked over to look at the bridge (something I'd been putting off). <https://lfpres.com/opinion/letters/letters-to-the-editor-dec-12>

I believe that Blackfriars Bridge is not needed for cars. Drivers had two years of closure to figure out other routes. It's now open for vehicles, supposedly only going west to east, and with a height-limiting steel beam. (Think Talbot underpass near Oxford!)

As designed, right now cars coming from either direction can easily cross the bridge. **The (two-way?) bicycle lane is level with the car lane; surely this is unsafe!** There's actually less green space on the east side than before due to a turn-around lane.

I thought I'd prepared myself to view a bad compromise. It was way worse than I expected, however.

I hope you will consider having some of your members look at the situation and comment.

Sincerely and with best personal regards,

Maureen Temme

66 Palmer Street, London, N6H 1P7 ph. 519-439-8306 mtemme@execulink.com