

Dear Civic Works Committee;

Over the past few months, I have become increasingly concerned about the hazards present for cyclists travelling through the downtown core. King Street has always been a particularly concerning stretch to travel along, as a result of the thin door zone bike lane adjacent to busy traffic. However, it has recently become significantly worse. As an experienced bicycle commuter, I now avoid King Street as much as possible. When I must travel along King Street, I defensively take the full lane (adjacent to the bike lane) to avoid the risk of dooring or the inevitability of drivers passing too closely. This choice risks frustrating drivers who are already irritable due to the construction delays. However, the alternative risks being thrown into traffic by an opening door or being put in a precarious position by one of the many buses which frequently crosses the bike lane on King Street.

While I have the experience to recognize these risks & make the educated decision to avoid King Street or take the full lane when it is required, less experienced cyclists will assume that the bike lane is the safest place to be. Indeed, on a designated bike route, the bike lane *should* be the safest place to be. This dangerous infrastructure puts cyclists at serious risk for fatalities.

Something needs to change on King Street to increase safety for all road users, and it needs to happen quickly before a vulnerable road user is seriously injured or killed. Removing parking on King Street from Ridout Street to Wellington and replacing it with a multi-directional protected cycle track, is a solution that could be implemented quickly with minimal construction required. This solution is very similar to the first example of Road Diets in Jeff Speck's [video](#), with the difference being that on King Street parking will need to be removed to allow space for this protected cycle track.

In addition to dramatically improving safety for cyclists, this option prioritizes the safety of pedestrians by reducing the crossing distance at intersections. Furthermore, it will encourage active transportation and multi-modal transit through downtown London, reducing car dependence and thereby reducing traffic jams.

Thank you for your prompt attention to these safety concerns.

Sincerely,

*Joy Cameron*  
*Bikes n' Brains Founder*

[www.bikesnbrains.ca](http://www.bikesnbrains.ca)

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