

Hi,

I hear you are considering the impact of the bike lanes on King St. I believe separated bike lanes should be installed along the length of Dundas St instead, for a number of reasons:

- Buses are now located on King (and Queen) St, meaning they frequently merge in and out of the bike lanes to pick-up/drop-off riders
- The current bike lane is located directly beside the driver's door of parked cars, meaning dooring (having the occupant of a automobile open the door into a cyclist's path) is a terrifying risk
- Coordinated lights and one-way traffic reduces automobile congestion (which is good for those autos) which in turn leads to faster traffic, and more danger to slower, vulnerable cyclists
- If the city is serious about increasing cycling modal share, it has to consider the needs of less confident potential cyclists who need safe (separated) infrastructure

I should also note that I personally already use Dundas and York to get between Dundas/Wellington and York/Rideout every day (on my cycling commute to and from work in South London) because the King St "cycling infrastructure" is so dangerous and terrifying that it is safer for me to be in mixed traffic. My fiancée cycles between Dundas/Wellington and the University, but she uses the sidewalk until she gets to Rideout/Queen because she does not feel safe using the roads (and I agree).

Thank you,

Jarad Fisher, concerned Londoner