

Petition – for a cycle path compatible with the current car parks on the Tervueren Avenue

We, inhabitants, shop keepers and users of the Montgomery district, were invited during the holiday time, to a “fake” concertation meeting about the creation of a two-way cycle path between Montgomery and Léopold II, on the Tervueren Avenue¹. It turns out that the project is extremely detrimental to our district. It is located between the nr 193 and 251, on the South lateral way of the Avenue, **on the space currently occupied by about 100 car parks that are currently often crowded**. These “diagonal” car parks would be replaced by much less efficient “longitudinal” car parks, with a capacity loss of about 50 cars. Detailed project: <https://www.woluwe1150.be/services-communaux/mobilite/>.



This project is imposed by minister Van den Brandt (transportation), after a so-called negotiation with our mayor Benoît Cerexhe and his alderman Alexandre Pirson. Nobody can be satisfied with it because:

- The car park with its current capacity is already **close to saturation**. The project is thus a nuisance for the numerous embassies and doctors of the district.
- It **fails in proposing a reduction of the number of lanes** dedicated to the transit traffic, which many inhabitants claim.
- It strongly impacts the **shops**, that already suffer in this Covid-19 era.
- It cannot even satisfy the cyclists, since it **does not reach the threshold criterion** for cycle paths of this category (at least 3 m wide). It exposes bicycles to the opening of car doors.

In other words, there is no serious political rationale behind the project, because the minister satisfies nobody. In this petition, we propose **3 short term alternative scenarios**. It is optional to choose one or not at the end. All of them are positive at the same time for the cyclists, the mobility in general (no car park removed) and our quietness:

- In scenario 1, the two-ways cycle path is located on the current right lane to Tervueren.
- Scenario 2 consists in 2 one-way paths, one on the lateral street to Tervueren, the other one, on the right lane to the Center.
- Scenario 3 is similar to scenario 2 but before the Montgomery roundabout, the bicycles going to the Center shift to the lateral street, so that they can enjoy a wider path.

Detailed information on these scenarios is given in the Appendix section of this petition.

With 75 m between the houses, as much as on the Champs-Élysées Avenue, it is feasible to satisfy everybody. Other scenarios compatible with the car parks surely exist, we can debate about them!

¹ Only the citizens living directly on the Tervueren Avenue were warned, which is unacceptable!

By signing this petition, we say NO to the IMMEDIATE project of minister Van den Brandt. We say YES to any long term cycle path project compatible with the existing car parks and with our quietness.

Name	First name	E-mail	Address	Signature	Preferred scenario (optional)

Where to drop the signed petition? 148 Avenue de Tervueren, box 14 « Charlier-Bareel ».

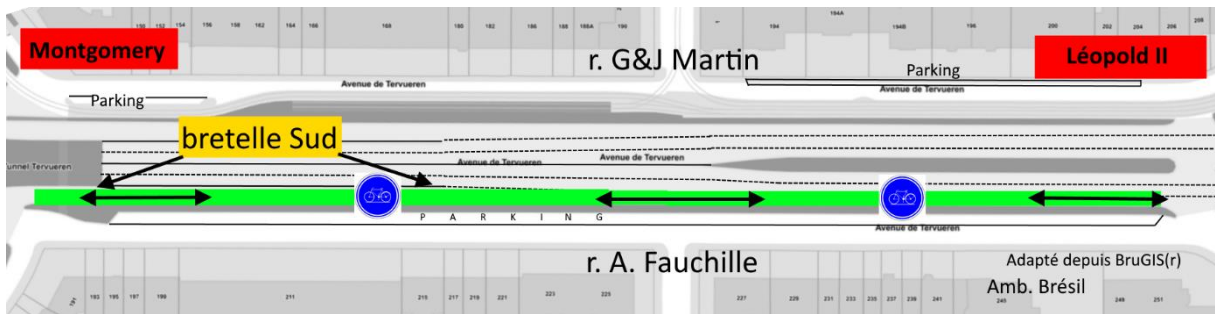
We also accept scanned copies of our petition. They can be sent by email to the following address: comite.tervueren@gmail.com.

Note to the English speakers: we reminded to the authorities that many inhabitants in the Avenue are expats who don't speak French nor Dutch. Sending these documents only in these languages is against the democratic principles.

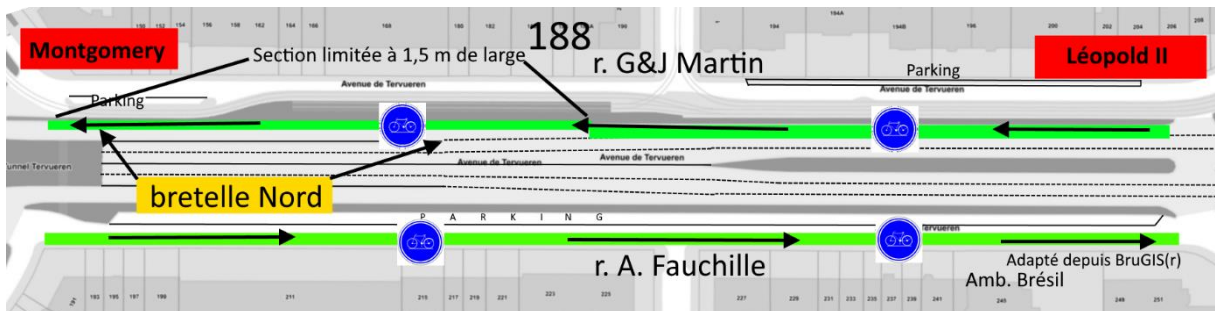
APPENDIX: detailed alternatives to the cycle path project of minister Van den Brandt

The 3 following alternatives are **all in favour of the bicycles, the mobility in general and our quietness**. All of them imply the loss of one transit lane, with a subsequent **speed reduction**. No heavy work is needed and **all the car parks are preserved**.

Scenario 1 consists in building the two-way cycling path on the entry to Tervueren and on the 1st transit lane (of 3) to Tervueren. Notwithstanding the protestations of our authorities, there is enough room for this solution. The minimum paved width is 9.11 m (in front of nr 245) + an unexploited concrete space of 57 cm next to the central separator. There exist many cheap and narrow models of separators to separate the cyclists from the traffic. Below, a sketch of scenario 1, where one lane is lost to Tervueren:



Scenario 2 consists in creating a one-way cycling path in both directions: one on the South lateral lane (currently a very wide lane of 4.7 m width), the other on the 1st transit lane (of 3) to Brussels. Between nr 188 and Montgomery, the path width would be limited to about 1.5 m, because of the width of the exit lane. One lane is lost to the Center. Hereafter, a sketch of scenario 2:



Scenario 3 is close to scenario 2. The difference is that it guarantees a path of 2 m width in both directions. For this purpose, the cyclists who come from Tervueren don't use the exit but shift to the North lateral way in front of nr 194. This necessitates to open the lateral separator. The direction followed by the cars on the lateral way would be reversed, so that they can use the space currently occupied by a technical tramway line. Scenario 3 is sketched below:

