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June 6, 2014

To: Deputy Mayor and Members of Toronto City Council, to be distributed to all members

Re: PW 31.7 Richmond-Adelaide Cycle Track Planning and Design Study-Pilot Project

We are writing this appeal to delay the implementation of this Pilot Project pending further study and discussion with the local businesses and property owners involved with the particular block of Richmond Street going westbound from Peter Street.

Our group of stakeholders did not have an opportunity to speak at the last Public Works Committee meeting as we were not informed of the meeting.

It is important to note that Richmond Street **narrows at Peter Street from 4 lanes to 3 lanes**. Obviously, the elements of the plan for the street to the west of Peter Street must be altered considerably where the roadway is reduced by one traffic lane.

Richmond Street West is a major artery of traffic exiting downtown and there is major congestion after Peter Street as the road narrows.

At Spadina, the right turn light for northbound traffic is very crowded with pedestrians crossing. The left turn southbound lane which is the only area access to the Gardiner Expressway is generally backed up from the Expressway, particularly at rush hour permitting only a few cars and trucks to actually make the turn at Spadina.

We have several suggestions that we feel need further consideration for our block:

- Not enough thought has been given to the fact that the road narrows by one lane starting at Peter Street.
- The proposed cycle lane is to be wider than on any other street in the City plus a wide barrier lane with posts is to be installed. For example, College Street which is considerably wider than our block on Richmond Street has a simple one lane bicycle lane with a painted dividing line as well as street parking. There will be no parking on Richmond Street.
- There are many taxis, delivery and courier trucks making deliveries to the businesses and residents on the north side Richmond, specifically 364, 372 and 388 Richmond [virtually the whole block] as well as to the stores on Queen Street. As a practical matter, these trucks do not use Queen Street since there is nowhere to park, so they use Richmond Street for access. The installation of any type of barrier system is completely unsafe and impractical for the north side of this block. Since these taxis and trucks need

access to the north side of Richmond, it would be logical to put any cycle lanes on the south side of this block. With the volume of cars and trucks accessing the north side of the street, there is an extreme safety issue having the cycle lane on the north side. City staff has indicated that they have amended the plan to accommodate deliveries but this does not go far enough as the barriers will create an even greater safety issue.

- By reducing the 3 traffic lanes to 2 from Peter to Spadina because of the proposed fixed divided cycle lane on the north side, the traffic flow during the day will be actually reduced to **one lane** much of time as the taxis and trucks will be ignoring any parking restriction imposed since they will have not any practical alternative to make their pickups and deliveries to these addresses.

- The north side of Richmond where the lanes are to be put has 4 driveways and 10 store and office building pedestrian exit/entrances. The **south** side of Richmond has **one driveway and no exit/entrances** for most of the block. Putting the lane on the south side would seem to be more sensible.

We did two surveys of the bicycle traffic on this block and found that through the course of the day from 7:00 a.m. to 6:00 p.m. the rate of bicycle traffic varies from **1 every 30-40 seconds in the rush hours** to **1 every 2-5 minutes** throughout the rest of the daylight hours; not very heavy traffic. Considering this, a simple one painted lane is all that is necessary, not an extra-wide cycle lane with a permanent fixed barrier.

We are not against cycle lanes. Given the severe reduction in road width in our block, the wide lane width along with the barrier must be eliminated and altered to a single painted lane as most other bicycle lanes are done.

Taking these concerns into account dictate that more thought and discussions between the parties is necessary before even this pilot project is implemented and ask that the implementation be delayed until that time.

Yours truly,

CANADA LAND CORPORATION



S. Switzer

cc: Janice Solomon, Executive Director Toronto Entertainment District BIA