

Public Works and Infrastructure Committee

From: David Turnbull <dturnbull@canadiancourier.org>
Sent: Friday, April 22, 2016 3:50 PM
To: Public Works and Infrastructure Committee
Subject: My comments for 2016.PW12.1 on April 25, 2016 Public Works and Infrastructure Committee
Attachments: Turnbull David.vcf

To the City Clerk:

Please add my comments to the agenda for the April 25, 2016 Public Works and Infrastructure Committee meeting on item 2016.PW12.1, Bloor Street Design Feasibility Study and Bike Lane Pilot Project

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:



Deputation to City of Toronto Public Works & Infrastructure Committee

April 25, 2016

Re: PW12.1 and 12.2 P Bloor Street Bike Lane Pilot Project and related Regulations

Chair Robinson, members of the committee:

I am David Turnbull, President & CEO of the Canadian Courier & Logistics Association (CCLA). Our members range from the integrated global courier operations to local messenger companies delivering point to point within the GTA.

CCLA has concerns that the recommendation before the committee lacks planning for curbside deliveries on the proposed Bloor Bike Lanes between Avenue Road and Shaw Street. We urge that this be addressed before implementation.

Short term curbside parking adjacent to businesses during business hours is vital. Just in time deliveries play a major part in supporting retail, office, manufacturing and service businesses in today's economy.

Servicing residences in the area is equally essential as more people use on line purchasing options.

According to a recent Canadian Border Services Agency publication, e-commerce has witnessed an exponential growth in Canada. In 2014, 76% of all Canadians purchased goods on line and spent \$25.3 billion CAD up from \$18 billion CAD in 2012.

The report PW12.1 estimates costs to the city but fails to account for financial impact to business receiving or dispatching goods and the companies that make these deliveries and pick-ups.

Failure to adequately understand total impact of locating bike lanes needs to be avoided. To illustrate this consider the example of inadequate planning that resulted in the city locating east bound bike lanes on the south side of Adelaide Street. This is where vehicles wait to access to the commercial vehicle elevators that service First Canadian Place and Scotia Plaza. Both buildings were granted building permits with this method of goods deliveries many years before the bike lane was located. Fining and criminalizing drivers of vehicles stopping to get a turn at accessing the buildings flies in the face of logic as it was the city that authorized this method and location of access.

Let me emphasize CCLA is not against bike lanes, but urge consideration of the need for deliveries to business and residents be accommodated.

