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SENT VIA EMAIL:

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Jason Diceman
Senior Public Consultation Coordinator
City of Toronto Metro Hall, 19th Floor
55 John Street
Toronto, ON M5V 3C6

Dear Mr. Diceman,

RE: North-South Connections during Richmond Adelaide Consultation

We represent Urbane Cyclist in the matter of the Municipal Class Environmental Assessment (“MCEA”) study for separated bike lanes within the Richmond-Adelaide corridor.

Urbane Cyclist is a worker led co-operative and one of the most active year-round bicycle shops in Toronto. It is located in the heart of Downtown and serves an array of cyclists, including many who commute to work on bicycles.

Our clients have participated in the stakeholder meetings, open house reviews and independently reviewed the work your office has done to date. They are impressed with the progress of your design alternatives for Richmond and Adelaide streets. However, they insist there is still much more to do. In particular, they are concerned with the provision of effective North South routes across Queen Street West and a separated route to the waterfront along Simcoe.

You may remember Urbane Cyclist asked the Minister of the Environment, Jim Bradley, to bump-up the MCEA concerning John Street Corridor Improvements.

At the time, our clients were concerned that citizens on bicycles, including their customers and staff, would be adversely affected by a lack of proper bicycle infrastructure on John Street given the subpar and dangerous alternatives at Simcoe and Beverley/Soho/Peter. This concern was

based on the defective study of current bicycle traffic volumes using John Street to cross Queen Street West.

You may also remember the Minister relied in part on representations from the City that North-South routes would be addressed at other locations. In his December 20, 2012 letter to me refusing Urbane Cyclist's request for the bump-up, he included the following:

“The statement made in the Environmental Study Report that cyclists have other alternative routes to choose from does not oblige the City to analyze those options as part of the John Street Project.

I understand that the City will be undertaking a separate Class Environmental Assessment study for cycling infrastructure in the (east-west) Richmond-Adelaide corridor. This study includes consideration of north-south cycling options from Beverley to the waterfront.” [emphasis added]

Further, in the January 25, 2012 report Gary Welsh, General Manager, Transportation Services prepared for City Council in support of the City issuing a Notice of Completion for the John Street Corridor Improvement ESR, Mr. Welsh wrote in a section justifying the rejection of a design alternative that included bicycle lanes on John Street:

“...with other transportation initiatives soon to be underway in this area, specifically Downtown Transportation Operations Study and the Richmond/Adelaide Separated Bikeway Environmental Assessment Study, opportunities to improve cycling connections in this area on routes other than John Street will be developed.” [emphasis added]

These comments must be read in the context of the whole report that recognized the importance of John Street as a preferred North-South route across Queen Street West for cyclists.

Our client indicates that at the June 13, 2013 stakeholder consultation your staff represented that North-South connections would be addressed at subsequent November stakeholder consultations. We understand this issue was further ignored at those consultations on November 18th and 19th, 2013.

According to your schedule, you intend to address “intersection treatments” early in the New Year. Our client is very concerned that this important aspect of the study has been left so late.

However, we fully expect that your study will address the “intersection treatments” at Beverley/Soho/Peter and Simcoe at both Queen Street West and Front Street. Our client indicates a continuous separated route along Simcoe to the Waterfront is critical to many of their customers. We expect anticipated “on-going consultation” will include commentary and

meaningful accommodation of the needs of commuters on bicycles for a safe way to enjoy the anticipated improvements on Richmond and Adelaide and access the waterfront.

Nevertheless, this issue is causing our clients significant concern and we would be more assured by your commitment to address those concerns in upcoming consultations and design iterations. If it is not your intention to address these matters we may find it necessary to request the Minister's intervention given his reliance on the City's earlier representations regarding John Street.

Please acknowledge receipt of this e-letter and provide us with details of what our clients should expect from future consultation with respect to the issues raised here. We would be most obliged for your prompt attention to this request.

Yours truly,
ERIC K. GILLESPIE
PROFESSIONAL CORPORATION

Per:



Ian Flett