

Hello Maged,

Thank-you for sending along the Delcan summary. I subsequently circulated it to a number of people who live in Wortley Village, using email addresses I had from those who had been interested in the previous neighbourhood issue of the condominium development now situated at Wortley and Bruce Streets.

I received responses back from some on this current matter, and felt it beneficial to share this consolidated input, for your use, public record and as a response to those who did reply:

- The overwhelming view is that the current one-way configuration is best for traffic flow into and out of the area, and in providing on street parking for residents and businesses throughout. It's a questionable solution to the issues.

Going two-way would be disastrous on many accounts. One only has to experience that effect on the section of Craig Street to the north, between Wortley and Ridout as an example. In fact, perhaps consideration should be given to making this section one-way, but leaving Askin to the west as two way?

- The primary, apparent reason for the original request to consider two-way for Bruce and Elmwood, appears to be as one solution for reducing traffic speed and wrong-way traffic, particularly on the section of Bruce between Wortley and Ridout. These remain valid concerns, as specifically expressed by some who live on this section of Bruce. However, perhaps other solutions might be found to resolve those concerns, as is noted in the following comments.

- One notable suggestion was to consider adding in bike lanes along both streets. Not only would this provide further encouragement of bike use within this neighbored, which already has a large component of riders, but the presence of such a lane may add to a reduction of car speed because the street is now perceived as being narrower with the addition of that bike lane. This would be a wonderful initiative!

As you know, the driver's perception of a street's width greatly influences their speed and driving behaviour. That's where trees, layout, both road and streetscape, and other factors come into play. In the present situation, the physically wider section of Bruce between Wortley and Ridout, after the narrower section between Wharncliffe and Wortley, creates a funnel effect once vehicles leave the stop sign at Wortley and continue east towards Ridout. That likely accounts for some, but perhaps not all, of the increasing speed along this small stretch of road.

Installing bike lanes would be viewed most positively in the neighbourhood in its own right, as well as subsequently evaluating the impact on the speed of motorized traffic, if any. I'm certain there isn't any neighbourhood in London that would welcome additional bike lanes.

As proof of this, only consider the suggestion by residents along Ridout Street a few years back for inclusion of bike lanes. That adoption and their subsequent use is proof of the lanes' success. Doing so on Elmwood and Bruce is a worthy, low cost initiative with positive results!

- As mentioned in my original response to you, better signage on Marley at Bruce, using 'no left turn' or 'right turn only', might communicate and clarify the one-way direction of Bruce better than the existing one-way sign on Bruce across the intersection that is easily missed. Those same measures are needed for traffic on Ridout that enters west into Bruce. If they already exist then their presence and location is not effective. Also, as you have already received in another resident's submission, perhaps a small, triangular island at the Bruce and Ridout would be a worthwhile measure to employ.

- Some regular, out of neighbourhood, travellers have been observed speeding along Bruce between Wortley and Ridout. Consequently, traffic enforcement might also be a useful tool to employ now instead of directional changes, or better yet as a supplement to the easily configured, and low cost inclusion of bike lanes along these streets in the near future.

- One other consideration, for the Bruce to Ridout connection, is the addition of a stop sign on Bruce at Marley. Generally, this was seen less positively as all traffic would be forced to stop, including buses, rather than passing more smoothly and quickly to Ridout. However, it's another element to consider.

- It's my personal opinion that the three streets of Craig, Bruce and Elmwood need a combined and thoughtful, most careful evaluation of the inflow and outflow to and from the Old South neighbourhood, as well as Ridout to Wharncliffe cross through of non residents.

My belief and others is that the speed and wrong way infractions result from those using unfamiliar with the neighbourhood, such as shoppers to/from the village, but likely more those shortcutting through to reach Wharncliffe or Ridout.

I believe that drivers may be confused by the directional flow of these three streets as they travel north or south on Ridout. That is, the uncertainty of which street actually goes east (Bruce) or west (Elmwood), or both (Craig) as one is driving along in traffic. 'Have I missed it' and 'is there another opportunity further ahead if I make a mistake' are the questions that come about.

Being able to simplify that for drivers, certainly with good and better signage and perhaps with converting Craig to one-way, might reduce the wrong-way traffic and make Ridout traffic flow smoother. The point is that all three streets, and perhaps others in the vicinity need to be evaluated together so the net outcome is positive for the neighbourhood.

Elmwood is certainly the key in the puzzle, and with its existing left turn lane on Ridout and width, is the natural route for east to west traffic to the village business district and then beyond to Wharncliffe. All other streets have to work with that configuration in mind.

In closing, I appreciate the City of London responding to the original concern a resident raised during one of the historical district community meetings last year, and in working towards a successful outcome for the entire neighbourhood, whatever that may be. And in recognizing, with all factors considered on balance, that the status quo might actually be the optimum, but perhaps not perfect, resolution.

Further discussion and input from and with the community may be necessary. If so, then certainly the Landon library would be a central and convenient location within the neighbourhood to continue the discussion, and to enlist OSCO, the Old South Community Organization, in communicating any meetings and input too.

Regards, Dave Hutchison  
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