

Daved Read,
165 Bruce Street,
London, On.,
N6C 1HC
519-438-6821

City Clerk's Office
Room 308
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

Att'n: Lauren Kucera (lkucera@london.ca)

Please accept this submission regarding the feasibility study by the Delcan Corporation concerning the conversion of Bruce and Elmwood Streets to two way traffic. I would appreciate it if you would forward my comments to the Civic Works Committee for discussion on this matter.

This study is the result of safety concerns of one way traffic on Bruce and Elmwood Streets through Wortley Village. The study was objective and fairly thorough, although the Summary did not disclose a time frame other than June 2013. Confusion arises over the statistic of 25 vehicles traveling the wrong way on these two streets. Was the time frame 1 day, or 30 days? Not an issue really, just a question. The point is, that most regular drivers through the village are familiar with the streets and traffic flow. People who are unfamiliar with an area sometimes travel down one way streets the wrong way. I walk the area. The signage is there and it is adequate.

The report states: "in a local neighbourhood context such as that of Bruce Street and Elmwood Avenue, the one way operation provides simplified routes for travel into and out of the area as well as reduced delay to side street vehicles." It's working well as it is.

"A review of the five year collision history in the study area was undertaken; no collisions were attributable to vehicles traveling the wrong way." Not a safety issue.

"Collisions from a sideswipe while pulling out of on street parking" - this happens on all streets, not just "one way" streets, as we all know. Not a safety issue attributable to a one way street.

Cyclists traveling the wrong way. I see many familiar faces riding bikes the wrong way along Bruce Street. Dangerous? Sure. But they're not doing it out of ignorance. Safety issue. Yes, but it's costly to enforce.

I believe this study finds that there are no real safety issues directly connected to the fact that Bruce and Elmwood are one way streets. Making them two way streets will not only cost tax dollars, and change some infrastructure, but the report goes on to say that safety issues may be created with two way traffic. Where I live on Bruce, between Wortley and Ridout, the street is 25ft. 6in from curb to curb (yes, approx 8 m.). That's 10" wider than Craig Street which is one street north and parallel to Bruce. Very little room for two way traffic with parking on one side of Craig. From Ridout going east to west on Craig, you weave in and around parked vehicles to make your way to Wortley.. That extra 10 inches won't make traffic smoother on Bruce. As you know, there's a bus route along Bruce as well. Delcan's report goes on to say that "consideration should be given to moving the bus route fully to Elmwood Avenue". This statement comes from the consideration of a possible safety issue arising from the creation of two way traffic on Bruce. "City of London staff have indicated that this would be acceptable as traffic would be calmed by the narrower travel lanes; however, if safety issues develop, the on-street parking would be removed entirely." That would very likely frustrate business owners as well as residents in the area. Parking space in Wortley Village can be problematic.

Where is all this leading?

According to the study, the one way streets contribute to an efficient flow of traffic through the area, freeing up side streets for travel.

There are no safety issues arising directly from the one way streets.

Infrastructure costs are estimated at \$5762 and \$56,885 for Bruce and Elmwood respectively.

If safety issues arise on Bruce, "the on street parking would be removed entirely."

The left turn lane off Bruce onto Ridout would be eliminated, resulting in congestion as traffic turning right will inevitably be waiting behind a vehicle attempting a left turn onto Ridout towards downtown.

At the present time, there is adequate parking along the north side of Bruce as well as good traffic flow through the area.

Thank you for your time and consideration. I believe the report finds no safety issues peculiar to these one way streets that justifies the changes put forward. Rather the opposite, if you consider the efficient flow of traffic through the area.

Respectfully,
Dave Read