

PUBLIC PARTICIPATION MEETING COMMENTS

9. Queens Avenue and Colborne Street Cycle Tracks

- D. Mitchell, 660 William Street - referencing his written submission dated February 27, 2017 which is listed on the Civic Works Committee Agenda; advising he is the Chair of the Cycling Advisory Committee (CAC); indicating that the CAC has a couple of technical issues including how intersections will be handled on one way streets; advising that they will be keeping a watchful eye to see how it rolls out and stating that the CAC is supportive of the plan.
- G. Brown, 35A - 59 Ridout Street South – stating that in general you would think that he would be supportive of this project but he is demanding better of his City; requesting to know what is going to be different between this time and ten years ago when we tried to put bike lanes down Colborne Street; suggesting that is a pretty important question to be addressed; indicating that the overall thing is not to just look at cycling but to look at transportation overall in the city and the safety of pedestrians, cyclists and cars; suggesting that a protected bike lane makes a difference; noting that every study suggests you are safer in a car, as a pedestrian and as a cyclist with protected bike lanes; suggesting that nobody loses, everyone gains something and that you are safer to be on the roads regardless of how you are travelling; questioning if this should be the route; stating he is a cyclist and cycles every day; indicating he hasn't cycled since April; again questioning if this is the best route; asking if the bang for the dollar is worth it; stating that he looks at Queens Avenue and questions where are you going as he cycles all the time on Queens Avenue and can tell you that you are going to the Coven Garden Market; asking if he is going to drive all the way up north through a dangerous Downtown to get to Queens Avenue to drive down south to the Market; indicating that they were presented with cycling destinations from the Transportation department a few years ago where they were talking about Kiwanis Park; advising that cyclists are going to the library, the market, businesses to spend money and Queens Avenue bypasses all of these; asking what businesses are on Queens Avenue that we all go to; requesting that he be enlightened if he has missed the boat here; suggesting we look at what other cities are doing and we look at the relationships in many studies about what happens to bike lanes and small business; indicating that most of our small businesses are located down the Dundas corridor and the relationship is huge everywhere they have done this; suggesting he has yet to find the failure; stating that he has looked hard; advising that of the scenario in New York on Ninth Avenue, business went up 50%; noting that this was mostly small businesses; asking if this is what we are looking for our economy; suggesting that cyclists spend more money than any other consumer on this planet according to study after study; asking why we do not ask for the best bang for our buck and why are we not on Dundas Street; suggesting he would like to come back in five years and say "Wow. Look at this, our vacancy rate on Dundas Street is down to zero. Our local business are going through the roof and begging for space."; stating that he is not sure he will be able to say the same about Queens Avenue; another thing when we talk about is safety and we know what happens when large vehicles hit cyclists; suggesting that now we are going to put cyclists on streets with buses and we need to think about this; advising that currently our cycling route is down King Street and we are going to put 20 ton buses down King Street making it worse than it already is; suggesting that we need to get value for taxpayers dollars whether it's a road expansion, a cycling improvement or a pedestrian infrastructure; we need this to be done well, we only get one chance to make a first impression and one chance to put in our first protected bike lanes; asking that we put in the best bike lanes we can here in London, demand better, think big.
- Mohamed Moussa, 155 Thornton Avenue – advising he is supportive of the project and anything that makes cyclist safer; suggesting that this project does that with a few issues brought up by others in the gallery; indicating that he cannot wrap his head around how a project that does ten city blocks of bike lanes cost \$460,000.00 that's close to \$50,000.00 a block of taxpayer dollars; stating that no price can be put on safety, however, how are tax payers dollars being used and where is the justification for this for already paved roads - concrete barriers, some markers and some green, white and yellow paint being put down; stating he cannot see the justification for \$500,000.00; as a taxpayer cannot see it costing that much and feels it is an overspend for what is there; indicating that it does not take away his support for the program; reiterating that he just cannot wrap his head around this.

- Jason Jordan, 970 Willow Drive - advising he is an avid cyclist and cycles the top ten dangerous intersections in London and has no problem making left-hand turns; indicating that his route home used to be Wellington Road to Bradley Avenue but he now uses the White Oaks bike lanes and finds it much more comfortable as he does not have to fight the four-way stops; asking if this is the ideal location, probably not, but is it a good location, yes; indicating that cyclists do not have to stay on the route but can feed into and off the route; stating that he will miss the underground parking areas at the Market and City Plaza as they are not on the direct route; hoping that there will be underground bike parking available on the proposed route; stating that Colborne Street is dangerous due to the location of the bike lane next to the on-street parking, as it is hard to detect when a driver will open a door; advising that, overall, he supports the project.
- Heather Kemic, 280 Queens Avenue – advising that she is a proponent to making Downtown London a vibrant place for cyclists, pedestrians and cars; expressing agreement with the gentlemen that to get traffic on Dundas Street is a very good option as it is where the business areas are and Queens Avenue has no businesses; stating that buses will be travelling on Queens Avenue; indicating that now we will have cyclists and buses and turns off of one-way streets resulting in a lot of configuration there; indicating that the rapid transit will be on King Street in both directions; suggesting that Dundas Street be looked at for the cycle route.
- George Kemic, 280 Queens Avenue – advising he is a proponent of a vibrant Downtown as well as The London Plan; indicating that his biggest concern is parking as out in their area, on Queens Avenue between Picton Street and Wellington Street, studies have shown that parking along that area there is nominal use during the week; urging the Committee to take a walk down that area on a Friday night or a Saturday night; noting that Victoria Park is right around the corner; believing that they have approximately 100 units in their building; noting that they have approximately twenty visitor parking spaces; stating that losing those parking spaces is crucial to Victoria Park, to their area; understanding that, with The London Plan, King Street across from the Covent Garden Market, is going to lose sixty parking spots; reiterating that they are losing fifty-nine parking spots on Queens Avenue, King Street is losing sixty so they are up to 120 metred parking spots in the Downtown; indicating that the main concern they hear about the Downtown is parking; noting that, on weekends, there is an empty ImPark lot across the street because of the price of parking and the risk of getting a ticket; advising that he likes the idea of cycling even though he is not a cyclist; advising that with the buses coming on to Queens Avenue he is not sure what that is going to do to the traffic.