

From: Chris Butler
Sent: Thursday, April 12, 2018 11:06 AM
To: csc <csc@london.ca>
Cc: Woolsey, Heather <hwoolsey@London.ca>; Ramsay, Jennie <jaramsay@London.ca>; Squire, Phil <psquire@london.ca>
Subject: SPPC - Public Input Submission - April 23 BRT - EPR MTG

Please post this E - Mail as public input for distribution to the SPPC for the upcoming April 23 BRT - EPR meeting for review and consideration .

I have attended 3 of 4 Shift Team Public Meetings , consider myself to be an improved public transit supporter but have determined that there is a significant " GAP " in concept design deliverables to BRT corridor drivers & pedestrians as this juncture that I would like to see recognized and corrected .

Feedback and Recommendation (North Corridor BRT Route @ Two Inside Vehicle Lanes Remaining Focus)

1. As both a walker & recreational biker I and others frequently cross Richmond St from east to west (and back) at unsignalized crossings to enjoy Gibbons Park trails. I use St James St . The current centre lane BRT concept design currently includes a raised curb in the centre to restrict my rights to cross and " encourage " me and others to add 400 - 500 yards to go to a the next signaled crossing to continue our journey . **RECO** - I have asked the BRT Team to include a one(1) meter level cut in this centre raised curb at these side street crossings to respect the current rights of pedestrians and bikers to cross at their own risk as we choose to do now and actually improve the safety of this crossing with no jump over - lift over curb obstruction . **This request has been denied (see response from J Ramsay below)** . Short of installing razor wire loops along this centre raised curb in the BRT lanes , the BRT Team & the City of London cannot reasonably expect to change this long standing right & practice and should recognize this requirement in the design now.
2. As a driver travelling north or south in the one remaining inside lane in the North Richmond corridor , I have outlined 5 or 6 frequent events which regularly interrupt " my drive " now to determine how these will be addressed in the future (**Examples** - Garbage & Recycling trucks , Uber & Taxi pickup / drops, FEDEX & CDN Post drops & picks , Contractors @ the orange cones out) . The responses from J Ramsay BRT Lead indicate the City of London plans to mitigate or reduce these delays but there is no guarantee these will be eliminated (see responses below) . Anyone who drives from North to South along this Richmond corridor on the inside lane and gets held up NOW in front of the LUXE BLDG @ 1235 Richmond - 10 to 20 % of the time knows exactly how well this mitigation process is working. **RECO** - All I want as a driver in the one remaining inside lane is the right to look , signal and safely transition around any one of these obstacles by using the adjacent BRT lane and return to my lane immediately after bypassing the obstacle without being charged by under the Highway Traffic Act or a City of London bylaw. The option is come and serve me lunch as I'm going NO WHERE as this is not my bad.

THXS - Chris Butler - 863 Waterloo St

REFERENCE ONLY - Cut and Paste of Copy of Questions & Responses from Shift Team Project Lead - J. Ramsay from E Mail - April 9 / 2018

- What exactly will I do as a driver when I'm caught behind a Landscaping Co truck or goods delivery truck when they stop and put their orange cones out . What will the City of LDN do to mitigate this ?

Service vehicles working within the road allowance are required to first obtain a permit before putting out orange cones. Permits issued for maintenance work along BRT corridors will include conditions that respect the corridor configuration. The BRT construction will coordinate with utility partners to repair aging infrastructure and remove

conflicts along the corridors in order to minimize need for future repair work within the road allowance.

As for Deliveries, Taxis, Ubers, Canada Post, Fedex and other private service vehicles, stopping in the curbside through lane on BRT Corridors will not be permitted in areas where there are only two lanes of general traffic (ie. Richmond Street or Dundas Street) or in the dedicated bus lanes when running curbside (ie. Downtown Couplet or King Street). This will be managed through education and strict enforcement. We recognize there will be learning curve following implementation of the system, but since there is no physical barrier between the through lane and dedicated bus lane, drivers will be able to manoeuvre around the offending delivery vehicle if needed during this transitional period.

- What exactly will I do as a driver when I'm caught behind a Taxi or UBERS driver stopping for long painful passenger pickups or departures with their emergency flashers on . What will the City of LDN do to mitigate this ? [See above](#).
- How will a get across the curb in the middle of the BRT lanes with my bike (cause I'm smart enough to stay of Richmond St) at St James St to crossing go to the park without stopping like a deer in the headlights in your BRT lanes to lift this bike over. What if I had a walker .

Since our telephone discussion, I have confirmed that there will not be drops in the centre median at unsignalized intersections along Richmond North. The restriction of these side streets to rights-in/rights-out applies to cyclists as well for safety reasons. All crossings, regardless of mode, should be made at signalized intersections. Cyclists can plan their routes to cross at these safe locations. A person requiring the use of a walker should only ever cross with the assistance of a signal. Additionally, crossing at a signal with a BRT stop provides a refuge in the centre of the road allowing slower pedestrians to cross the road in two phases.