

The GDNA is very much in favour of bike lanes, especially along Richmond and Adelaide. We look forward to the day when they are made more permanent and therefore safer for the cyclist and less ambiguous for the motorist.

But we recognize that bike lanes have also been a headache for those whose existing residences and/or businesses front them. Bike lanes are given priority by law and are considered “no-go” territory for cars and trucks. Motorists must yield to bikes when making turns in the same way they must to pedestrians. Motorists are not allowed to drive into bike lanes. Conscious of complaints resulting from these new realities, we ask ... where do:

- Taxis, Uber vehicles, Wheel-Trans carriers and personal friends pick up and drop off passengers?
- The wide range of vehicles servicing today's purchasing practices (Canada Post, UPS, pizza delivery, Grocery Gateway, etc, etc), fuelled by the growing trend towards online shopping, stop for the 5 to 10 minutes it takes to complete a delivery?
- Trade (Bell Canada, HVAC providers, elevator maintenance) vehicles park while they take minutes if not hours to provide service to a building?

A building developed before the bike lanes were implemented can be forgiven for complaining that wheelchairs cannot access their site, that stopped vehicles blocking traffic lanes are causing honking and traffic jams, that residents risk life and limb entering or exiting their taxis.

But why are we letting developers who design new buildings on bike lanes perpetuate these negative conditions? The GDNA stand is that these interactions between a building and the vehicles that service it should not be externalized to the public realm, but should be internalized to the building site itself.

Which leads to an assessment of the proposal for 452 Richmond Street West in this regard:

1. The site is mid-block. Passenger, delivery and trade vehicles cannot pull over and stop just around a corner.
2. Rush Lane exists at the rear of the building but passenger carriers called to 452 Richmond or delivery vehicles with a parcel for 452 Richmond won't know that.
3. Trade vans might be told about Rush Lane ... but how will they buzz their way into the suites referenced on their workorders? They will certainly be unwilling to make (sometimes multiple) van-worksites trips around the block with their tools and equipment to gain access to the residents' foyer and buzzer system accessible from Richmond Street.

So where will these vehicles stop, where will they park?

Driving into the bike lane is a definite no-no. Some vehicles however do so:



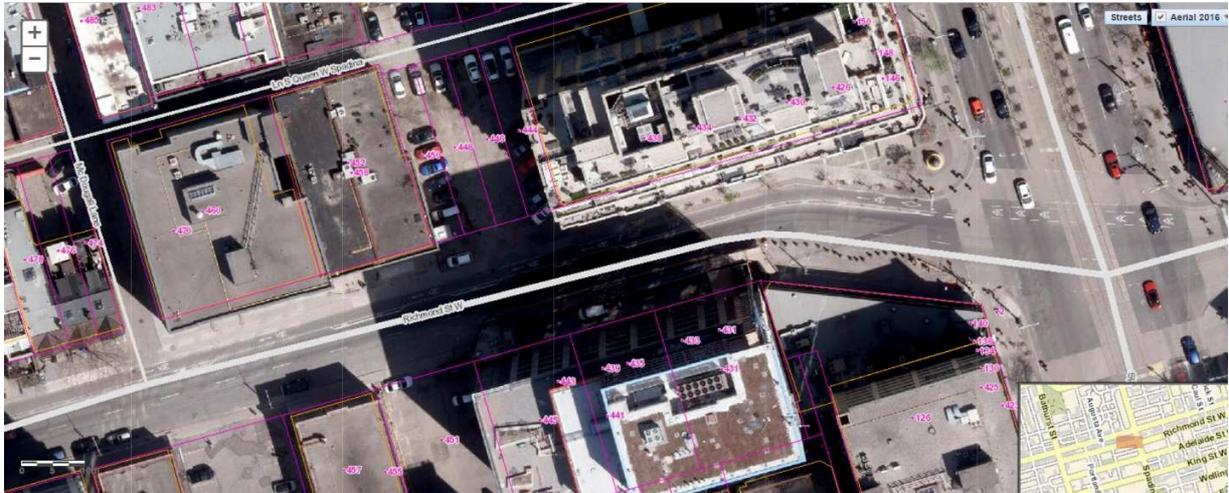
But such behaviour is improving as motorists become more aware of the rules and the danger this presents to the cyclists. One day bike lanes on Richmond and Adelaide are likely to be protected by impenetrable barriers ... which will remove this as an option anyway.

One option is to stop in the right-hand (north) vehicular lane on Richmond Street.

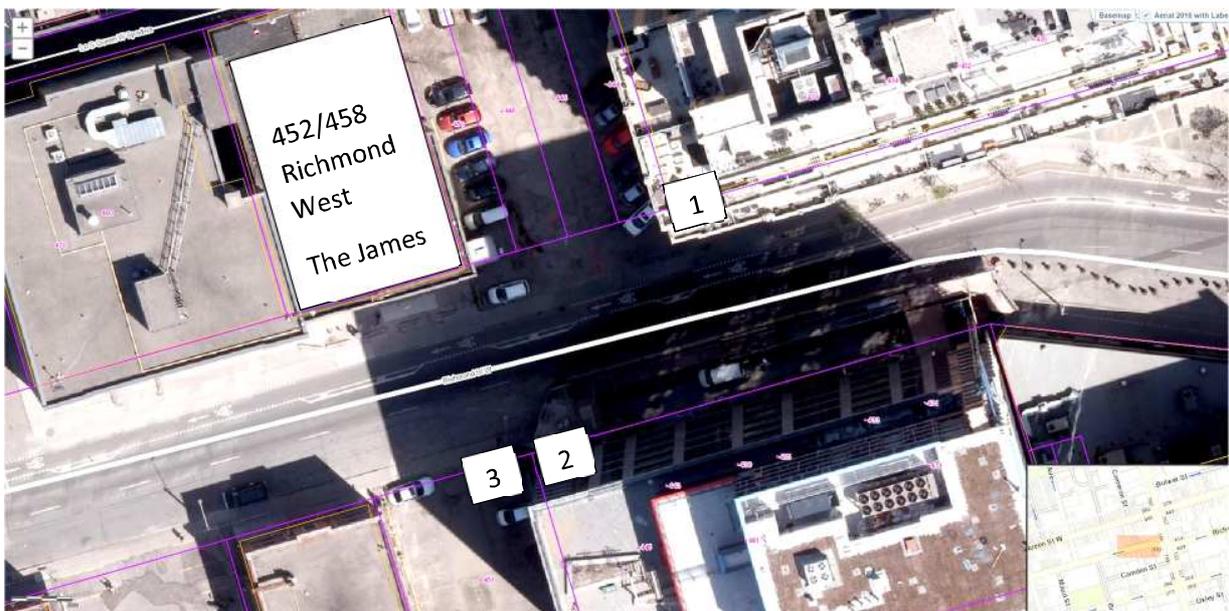


This option carries the risk of a \$150 fine but is of itself very dangerous. Disembarking passengers frequently “door” cyclists and/or risk personal injury as they step into a “tsunami” of bicycles. Richmond Street West at this point is just straightening out after a bend in the road and motorists tend to accelerate going into this stretch. A vehicle, stopped here, might be a surprise to oncoming traffic, especially in those hours when the sun is setting in the west and motorists are blinded coming out of the bend.

Richmond Street just west of Spadina is configured in this way ... picture from 2016.



Buildings of note are the Morgan with underground parking accessible via (1), the Fabrik with underground parking accessible via (2), and a proposal for 451-457 Richmond Street West with planned underground parking at (3) all in relationship to the James.



There are basically 3 lanes on Richmond Street, just west of Spadina:

- The north lane is the bike lane for cyclists.
- The middle lane is the right lane for motorists.
- The south lane is the left lane for motorists. It is slightly wider than either of the other lanes and at a point directly across from the James, stopping is allowed at certain times of the day but parking is not. However, vehicles that are travelling in this lane oftentimes need to merge into the middle lane, effectively reducing traffic to a single lane along Richmond.



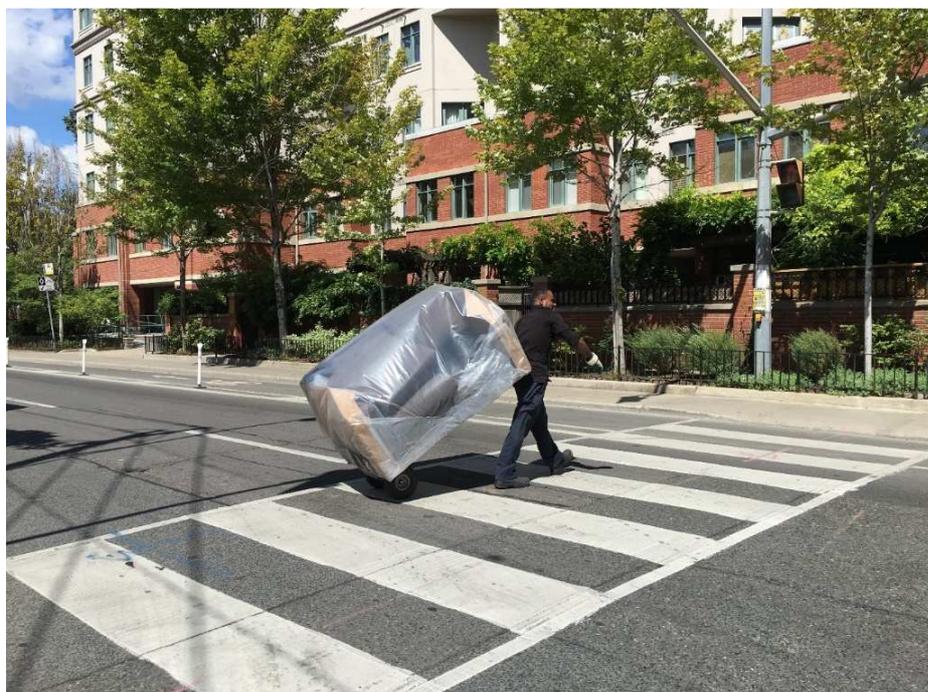
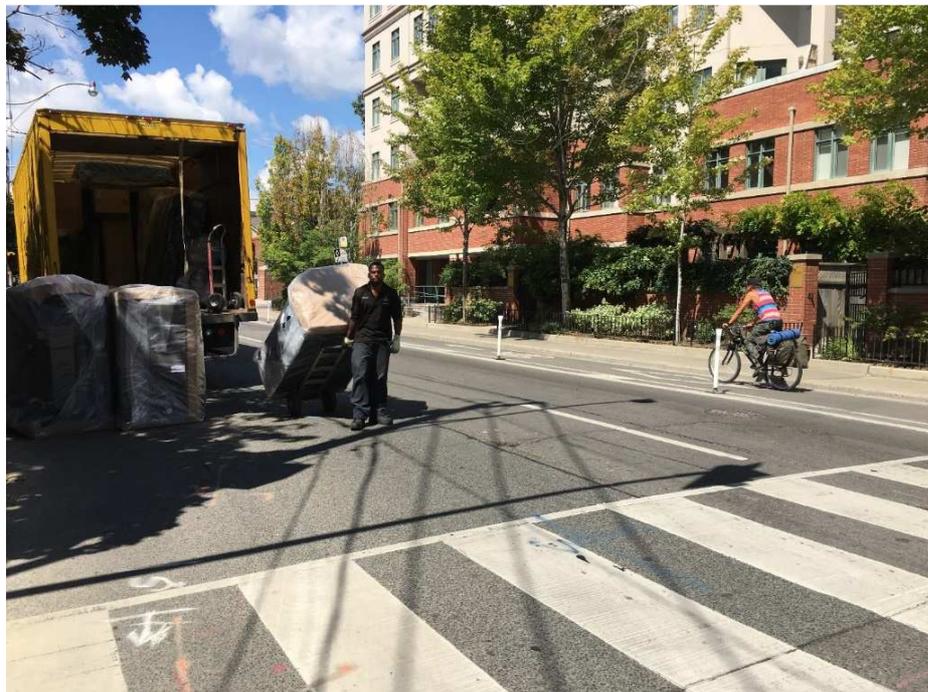
Which brings us to a second option ... stopping (illegally at various times of the day) or parking (illegally at any time of the day) on the left-hand (south) vehicular lane. This is the preferred option for much of the passenger/delivery/trade activity generated by the Fabrik condominiums on the south side of the street ... despite frequent dispensing of motor vehicle tickets.







If 452 Richmond expects passenger pick-up/drop-off and parcel delivery to stop on the south side of the street, there is still one more drawback to this option: namely passengers and delivery personnel need to cross the street, to dodge the traffic doing so.



And the last option ... use Rush Lane. The proposal calls for a type-C loading dock at the rear of 452 Richmond. Trade/service vehicles could make use of that assuming it is not already engaged or booked. But those same tradesmen/servicemen would need access to the building proper (to the individual suites) from the rear entrance to make that a practical option for them. If they find the dock otherwise engaged or booked, where will they park? Rush Lane is a valuable and popular public realm space especially for tourists and, at this point, is very narrow even for the vehicles using the loading dock, positioned in the proposal at (4).

