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# Is two-way traffic the best way?

**Councillor argues for converting a stretch of Richmond, Adelaide**

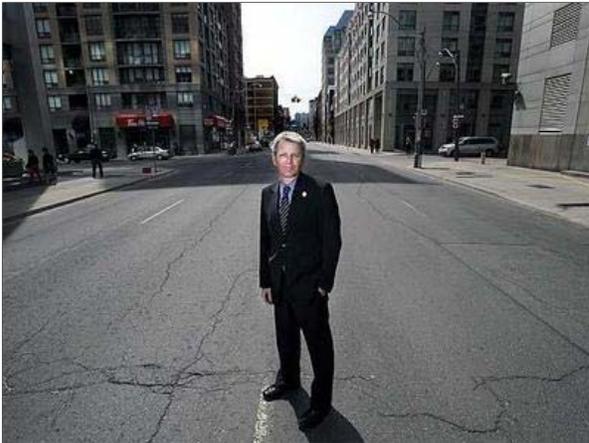
May 05, 2009 04:30 AM

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**PAUL MOLONEY**  
 CITY HALL BUREAU

Is it time to convert one-way Richmond and Adelaide back to two-way streets?

Councillor Adam Vaughan thinks so, at least for the stretch in his ward from University Ave. west to Bathurst St.



RICHARD LAUTENS/TORONTO STAR

Councillor Adam Vaughan is seen on an underused Richmond St., which is one-way westbound, at 3 p.m. May 4, 2009. Vaughan favours making Richmond and Adelaide two-way streets from University Ave. to Bathurst St.

Don Valley Parkway motorists could still enjoy one-way travel on Richmond and Adelaide to get in and out of downtown, Vaughan said, acknowledging that changing that popular commuter route would "make a mess of things."

But he thinks going to two-way on the western portion would make life easier for condo dwellers moving into the neighbourhood, and encourage cafes and stores to open along the once-industrial avenues.

In support of his quest, he's handing out little buttons showing arrows pointing in both directions, with the words "two way." Vaughan led a walk through the area on the weekend to point out the possibilities.

Next month, a planning review of the neighbourhood is to go to the Toronto and East York community council, where Vaughan will seek support for a formal transportation study.

The Entertainment District Business Improvement Area supports such a study, as do cyclists.

"We'd like to see both streets thrive with street level cafes and retail," said Janice Solomon, executive director of the business group. "It's not conducive to that at all now, because of the traffic."

Richmond and Adelaide are deemed future cycling routes in the city's bike plan, and it would be better if they were two-way, said Nancy Smith-Lea, program director of the Toronto Coalition for Active Transportation.

"One-way streets tend to be more dangerous for both cyclists and pedestrians," Smith-Lea said.

"Traffic moves much faster."

It's a feasible idea, said Ron Hamilton, traffic operations manager for the district. "They're four-lane roadways and they certainly could, in theory, operate as two-way streets.

"What would need to be evaluated is the impact on neighbourhood access and traffic circulation."

Vaughan said the neighbourhood has become a magnet for highrise office, hotel and condominium projects.

Many of the new residents walk to work, and Vaughan wants to spare them from having to dodge speeding vehicles.

"We already have the highest pedestrian walk-to-work ratio anywhere in the city," he said. "Creating rich pedestrian environments is going to make sense."

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Vaughan would like to see a study completed and a decision reached, ideally within a year.

"The most frustrating thing for me as a new politician is the time it takes for people to say okay."

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Sort By

#### Adam

Stick to TV.. you can only screw up your lines and not the city. What exactly is wrong with traffic that actually moves in this city???

Submitted by gba at 6:42 PM Tuesday, May 05 2009

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#### Real Change

Hey Ernest. We are getting real change. We finally have a council that does not want to turn the city completely over to cars. I would like the members of the right to realistically outline how they are going to increase road capacity downtown, and cater to cyclists, pedestrians, and transit.

Submitted by Duncan Heinz at 6:35 PM Tuesday, May 05 2009

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#### Josh Back

Unlike Toronto, the vast majority of trips in New York are by transit, and New Yorkers are champion walkers. Their one-way streets are reserved for those who must drive and the rest who are crazy enough to do it voluntarily. At street level, much of Manhattan is small shops, cafes, restaurants, bars and grocery stores more reminiscent of most small cities of a few decades ago before their hearts were ripped out by suburban malls and big-box stores. Because New York never completely gave in to the car, this streetscape still exists regardless of what way the traffic runs. Toronto is another story. When the TTC begins to approach the extent of service New York's MTA provides (like maybe in a century or so), perhaps then an inch or two will be won back from the automobile's sacred territory.

Submitted by A. van Osch at 6:08 PM Tuesday, May 05 2009

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#### Common sense.

Proper one way streets through the entire core is the way to ensure traffic flow. Look at Indianapolis, or other major cities who've done it. Bikes have just as much ease of use there as here. If Toronto can't move the entire flow of traffic in particular directions(one-ways over two-ways) then they'll continue to have a congested downtown.

Submitted by M.Amiketo at 5:48 PM Tuesday, May 05 2009

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#### Left WIing Conspiracy Exposed!

All you clever pro-car bloggers have exposed the vast left-wing conspiracy on council to slow down car traffic, reduce noise and pollution in the core, encourage socialistic street and community life, and make life safer for cyclists. Good on you! Maybe now these councillors will all realize that city streets serve one purpose only: to move car traffic through the core quickly and efficiently. There will be no more traffic jams and frustrating commutes. No idling, imagine that! The streets will be welcoming for ever larger volumes of car traffic. Won't that be lovely! And if traffic's slow, let's take out a few sidewalks. Cars rule (NOT! )

Submitted by jeff stevens at 5:05 PM Tuesday, May 05 2009

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#### Contraflow Lanes

As long as people are willing to give up character, one-way streets do have their uses. However, they are a barrier to cyclists. Why not install contraflow lanes for bikes as Montreal does. Theirs are physically separated to increase safety and visibility. And, Toronto, take another tip from Montreal and get rid of the hideous yellow overhead signals! Nothing mucks up a great street view like Toronto's cheap-looking, ugly traffic control equipment. Montreal's, like other great cities', are at the sides of the street and painted black or green. They are lights, after all, and thus are still visible, but don't spoil the view.

Submitted by A. van Osch at 3:25 PM Tuesday, May 05 2009

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**Build the infrastructure.**

Almost forgot, if you're going to cut the roads in half, you need to have viable public transit alternatives. Right now Toronto does not! Richmond & Adelaide can turn two ways when they build the downtown relief line through wellington/queen. Any of you taken the queen street car lately? it takes 20 minutes to go from Strachan to blue jays way. i walked it in 25.

Submitted by Josh Back from philly at 3:00 PM Tuesday, May 05 2009

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**Obviously most of the previous commenters are car drivers...**

Anything that pisses off car drivers gets my support! Thank you Adam Vaughan! You actually seem to be doing a pretty good job of representing your constituents, most of whom are likely pedestrians and bike riders. Ignore all these suburban folk who insist on polluting our city with their disgusting cars everyday! The more difficult you make it to drive a car in this city, the less people will drive, and the more livable this city will become.

Submitted by kbard at 2:57 PM Tuesday, May 05 2009

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**Another Ideological move vs Practicality**

Well this will create even more traffic and gridlocks in downtown Toronto. Mr. Vaughn and Miller forget that Richmond and Adelaide are lively because of the many cars that bring in the people. I personally have no problems with it cause I live downtown already, but this simply cuts off arterials that feed the area. It's like cutting your main artery to the heart in half! The skyrocketing rent will attract less businesses because they can't get enough patrons into their stores. Bad, Bad idea. take a look at NYC, the major avenues are LINED with cafes and restaurants and most of them are 1 way streets.

Submitted by Josh Back from philly at 2:57 PM Tuesday, May 05 2009

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**Great Idea!...**

...lets make the only two streets in the city that allow traffic to move and make it congested and slow like every other streets. It's great ideas like this that make Toronto the city it is.

Submitted by WilleXTO at 2:11 PM Tuesday, May 05 2009

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**Vaughan said, acknowledging that changing that popular commuter route would "make a mess of things."**

But that's OK, isn't it Vaughan? It's only drivers that are inconvenienced and we know you don't give a rat's ass about them.

Submitted by Lasher500 at 1:03 PM Tuesday, May 05 2009

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**More Not Less One Way Streets**

Adam "Gridlock" Vaughan's Utopian vision of Toronto is a forest of condos with nothing other than service industry jobs and people commuting to the 905. WAKE UP!!! Many of us have to use our cars to get around the city to earn a living to afford the overpriced services and condos in the city, not mention the never ending taxes. One way streets make sense as they allow for on street parking on one side of the road (only)and a bike lane; a dedicated transit (not streetcar)/taxi lane and two lanes of unimpeded traffic. Try this out on Richmond, Adelaide King and Queen for awhile and see how congestion decreases.

Submitted by SotiredoftheBSinTO at 1:00 PM Tuesday, May 05 2009

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