

**MGT Safety
and
Boulevard Club Manipulation of Metro Council:**

A Call to Action

Nov. 9, 2007

1 Summary – A Call to Action

The situation is rather worse than had been originally thought. At first, it seemed that it was simply a matter of the Boulevard Club (BC) manipulating Metro Councillors to get private benefits by the installation of dangerous bollards effectively to create a private driveway (see Figure 1 at the point marked “**A**”) for BC member at tax payer/public expense, and to have the Metro Police as a private army. There could have been “cheap & cheerful” immediate solution to restore safety and public good. Indeed, several alternate infinitely better free or inexpensive solutions were offered as choices, none were taken up or even considered.

Critically, the little feedback that has trickled from Councillors is not only slippery rhetoric (see analysis below), but it may as well have come from somebody on the BC payroll. One common pattern in all of their “positions” is to protect the BC’s ability to abuse City Hall and public/natural resources. Keep watching for their slight of hand methods that redirect your attention to irrelevant or incorrect matters, purely to protect the BC and its private interests.

For completeness, I provide some analysis of the safety issue. This matter has been under some discussion with many Martin Goodman Trail (MGT) users, and public interest groups. Unanimously, it is agreed that not only are these BC bollards dangerous, but also, they are so obviously dangerous that the Councillors’ rhetoric is embarrassingly unacceptable. Although the correct solution would be self-evident even to you and your children, some such analysis is provided here for the avoidance of doubt.

Regrettably, this matter must now be escalated. Notice that the little (and nonsensical) response that your Councillors have provided came only after the start of my contacting the media (newspapers, TV, etc). Clearly, they do not care about your safety or welfare, only apparently about their relationship with the BC (and possibly other private/commercial entities), and their image in the media. As such, it may be best to remove these Councillors from office. I am beginning a larger media campaign, and also starting to arrange to set aside as much as 1,000 hours per year over the next few years to do nothing but investigate and scrutinise these Councillors. All of their “doings” and mischief that I uncover will be posted to the media. Your assistance would be much appreciated, at the very least vote them out, but please feel free to contact me at info@red-three.com. Your assistance is much appreciated; we would welcome your thoughts, time, connections you may have to assist this cause, or even important information about these Councillors (e.g. have any become BC members lately? etc).

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1.1 A Brief History

Late in the summer of 2007, the Boulevard Club (BC) manipulates Metro Hall to have a second set of steel bollards installed at the entrance. These are very dangerous, and pose a considerable inconvenience to thousands of MGT users, and just so that a few rich members of the BC can run their stop sign/red light.

Apparently, the decision at Metro Hall to use taxpayer funds to install these dangerous obstructions was made behind close doors, and without public input.

The BC also uses Metro Police to obstruct traffic both on the MGT and on Lake Shore Blvd for their private affairs. Imagine, if you neighbours were having a dinner party and they used the Police to shut down your streets. This is a travesty and miss-use of the Police, and a grotesque inconvenience to thousands of MGT users and motorists.

Imagine if you lived on a street and that one of your neighbours extended their driveway into the middle of the street by having Metro install steel pillars in the middle of the street. Then they and City Hall claim that its really for your safety since if you are driving on that street at your normal speed, they should have the right to drive out in front of you. Moreover, they imply that having you, or your children (as they play), smash into the steel pillars is a legitimate and safe way to “control your speed” (so that they may pull out in front of you without a worry to them).

The BC is on an important public natural resource: the lakefront. If they don't like the rule for the privilege of being permitted to be there, then they should move. Otherwise, they must behave in a community friendly manner. City Hall should not be assisting them in such manipulations.

Their members are very dangerous indeed. They routinely run their red light/stop sign and sometimes in the most belligerent and disgraceful manner. I have statistics and first hand observations of their intolerable practices, and details are available in my earlier submissions.

One must wonder why the Police and Metro Hall permit them to behave in this dangerous manner.

I emailed the BC and many Councillors over the space of several months. The BC responded only twice with something that is border line “lunacy”, and basically told me to “get lost”.

The Councillors did NOT respond at all. That is incredibly irresponsible.

By that point, “this cause” had grown to include quite a number of private individuals, community groups, and activity groups. This includes the CBN, TCAT, and various other entities independently reporting on the “bollards” matter.

Later, I contacted the media (TV, newspapers) to initiate a media campaign, and I so informed the all concerned. It was only then that two of the Councillors barely lifted a finger by sending emails or providing comments that are clearly appear to have the intention to merely placate. I discuss their response and “slipperiness” in the next Section.

To be sure, the new (and even the old) bollards do nothing but appease the private needs of the BC, and at the cost of public safety and welfare. How is it that a few rich people get to manipulate Metro Councillors?

1.2 Boulevard Club Abuses of Public Good (and who else?)

As is apparent throughout, the endangering and inconveniencing the public is purely an action to appease the Boulevard Club (BC). That the BC has the ability to manipulate Metro Council for their mutual private purposes is the core issue here. It is simply unacceptable.

Consider each of the following:

- **Bollards:** these categorically increase the danger to all users of the MGT, and indeed perhaps the Lake Shore Blvd Motorists. These bollard only purpose and effect is to force a collision between pedestrians and other users of the MGT by “cattle-ling” then into confined narrow spaces bounded by large protruding steel pillars with sharp edges. This arrangement is used ONLY at the BC entrance, and nowhere else along the nearly 30k length of the MGT and related tracks. The clear intention is to prevent MGT users from using the MGT just in front of the BC entrance. There is NO OTHER use for those bollards (see the Safety Analysis in Section 1.4). It is clear that the ultimate objective is to provide BC members with a fee access to the MGT and to effectively create a private driveway for their own private purpose (even at the cost of public safety, the public good, and taxpayer expense).
- **Entrance:** the BC entrance should NOT be there at all. They and Councillors claim that the nearby hill causes excessive cycling speeds (this is a fabrication, as demonstrated in the Safety Analysis in Section 1.4). Still, if they really believe that, then they should use the already existing entrance at the Palais Royal, and close the current entrance. That would immediately solve all problems, and remove the very considerable and unnecessary danger to MGT users, and which only exists to appease the private wishes of the BC and Councillors.
- **Police:** The BC is permitted to hire police officers to disrupt MGT and Lake Shore Blvd traffic for the BC’s private purposes. This is quite simply an unacceptable use of the Metro Police. This is a bit like if your neighbours were having a dinner party for their friends, and they were permitted to hire the police as a private army to close down/disrupt traffic on your street. Now, suppose all your neighbours would do this.

This is quite wrong, and clearly a demonstration that Metro Council has private favourable treatment of the BC to the point of abusing the private good.

- **Running of red light/stop sign:** BC members and the like routinely run the stop sign/red light at the intersection of the BC entrance/MGT. We have preformed tests and

observations that show 40-80% of the BC run the red light, and sometime do even worse (details available separately). There are at least four obvious issues with this:

- Why hasn't Metro done something about this? Why have they not prosecuted very serious breaches of the Traffic Act?
- Instead of dangerous bollards, at least one "sane" solution would be to install an automatic gate/barricade that prevents (or at least slows) the BC from running the red light.
- Clearly, the bollards are there to stop MGT users, and further increase the ease with which the BC can run their red light.
- If the BC actually stopped at those red lights, then there would be no need for the bollards.

Apparently, the BC has a track record of abusive practices dating back many years, and have had no shortage of scandals due to their peculiar private "needs".

How does this happen, what is the relationship between the BC and Councillors?

Indeed, one wonders if Metro Council is willing to endanger and inconvenience the public due to private arrangements with any other private clubs, companies, or whomever.

1.2.1 Some Statistics

The following is from actual observations and eyewitness accounting. These statistics are available as evidence under oath in a Court.

- Up to 40% of BC users deliberately run the red light. That is, they look you in the eye as they are approaching the light, they know you (pedestrian/cyclist etc) are about to enter the intersection, yet they run the light anyway. This often forces the MGT users to take sudden evasive action. Even if does not, the anxiety is hardly a pleasant or acceptable experience. Notice that gate would resolve this.
- Of this 40%, there is a lesser percentage of true "psycho's". For example, a BC user stops at the red light, as they should. Then, BC traffic behind that stopped vehicle "darts" around either side of that stopped vehicle to run the light any way. This is sheer and utter contempt for all, and is completely unacceptable. A gate may resolve this, but clearly stronger methods may be required, such as closing the entrance, installing cameras that photograph license plates, etc.
- Up to (another) 40% of BC users run the light, but perhaps carelessly (e.g. they are on their cell phone and distracted). While their intentions may not be evil, they cause the same dangerous as the deliberate light runners.

Crucially, when they run the light the danger has double jeopardy. There is the obvious danger of directly running somebody down. However, there is an equally large danger to cyclists, bladers, etc. Namely, the Lake Shore Blvd is on the other side of this intersection. When the BC run the light, even if they avoid running anyone down, they often come to halt to avoid collision with the traffic on Lake Shore Blvd. Thus, when they “dart out” in the last second and stop in the MGT pathway, there is a very real danger that MGT users will be forced to collide with them. A roller blader or child on a bicycle colliding with a stationary car can cause very serious injury, and this is the car driver’s fault.

Notably, the bollards make this situation much worse. If a reckless driver runs the light and/or comes to a sudden halt in the middle of the intersection, then the dense maze of bollards does not permit much manoeuvring room to avoid the dangerous BC users (see the Safety Analysis in Section 1.4).

1.2.2 If the BC Abuses the Public Good with Councillors, Who Else is Doing Such?

Though the initial action regarding the bollards at the BC seemed to be a simple case of the Councillors “just getting it wrong”, and thus it was thought that an equally simple solution would be available promptly, it is clear that there is some direct private connection between Councillors and the BC.

This raises the obvious question of the depth and breadth to which Metro Councillors have aligned themselves with private interests and by private agendas.

As indicated in the Call to Action Section 1.6, I will be preparing to set aside about 1,000 hours/year over the next few years to investigate and act on abuses and mischief at Metro Hall. If you know of other such cases, please provide the details. At the moment, the primary objective is to restore a safe and proper MGT, but it looks like more may be required.

1.3 Political “Slipperiness”

The correspondences show that there have been at most three replies/responses from the Councillors et al. One of those was a response to questions put directly to Councillor Perks by TCAT. All of the responses are reproduced in full in Appendix B: Full Text of Responses.

The key responses were:

- 1) Councillor Perks: his main point seems to be that the extra bollards are for the safety of pedestrians due to speeding cyclist due to the nearby hill.

As aptly shown below (see the Safety Analysis in Section 1.4), this is simply nonsense. There are many reasons for this, but perhaps the most important is that a dense array of bollards increases danger to pedestrians since it forces intersecting paths for collision, where as without the bollards the pedestrians and cyclists have separate routes that promote safe coexistence.

The attempt to link this matter due to the “nearby hill” is also specious. However, and much worse, if you are truly concerned about excessive speed attained at the bottom of a hill, then forcing collision with steel pillars at high speeds is the worst thing you can do. Why not just machine-gun everybody? If in fact there is speed issue with the hill (and there really isn’t as shown below), then the correct solution would be slow speeding cyclist before they exceed what would be safe speeds.

Curiously, there is no hill on the other side of the BC entrance, yet there too they have erected the same dangerous maze of still pillars. Once again, the only purpose of these dangerous constructs is to appease the private pleasures of the BC.

Notice that Councillors Perks comments could well have been provided by somebody on the BC payroll, as Councillor Perks has very conveniently protected the private interests of the BC, and has used this rhetoric as a slight of hand to shift the audiences’ focus away from the BC to the “hill” or “pedestrians”.

Notice also that Councillor Perks is attempting to blame cyclists instead of censuring/prosecuting BC members who run their red light/stop sign at the MGT.

Finally, notice further that the Councillor is ducking the issue by referring to a Mr Peter Leiss, a civil servant apparently directly involved in the bollards decision.

- 2) Councillor Heaps: the thrust of his comments are best provided via direct quote:

The City's transportation department has conducted extensive reviews on the placement of the bollards on the Martin Goodman Trail at the Boulevard Club entrance.

The conclusions confirm that they have been correctly placed and are required for the safety of both cyclists and motorists.

I am guessing that even grade school children wouldn't be fooled by this type of commentary. There are several important all too obvious problems with Mr Heaps' comments and "frame of mid". These include:

- a) We have asked Councillor Heaps to provide the "extensive reviews" that he has cited. There has been no response whatsoever. Not even the titles or authors of such reviews, if in fact they exist.
- b) Other councillors are citing studies that show bollards to be unsafe (see Relevant Excerpt from TCAT Notes following meeting with Councillor Perks) leading to glaring inconsistency/contradiction. Again, it is forgivable that some may interpret this as a story that was just made up.
- c) It is difficult to fathom Councillor Heaps' position that cyclist could cause a danger to the BC members who run their red light. While it is true that a motorist running over a cyclist may dent the automobile, or need to have blood washed off it, it hardly seems that Councillor Heaps's concern is in the right place.
- d) It is also noteworthy that Councillor Heaps is attempting to misdirect the general safety issue and somehow try to blame cyclist. Leaving the councillor's focus cyclists out of the picture for a moment, the Councillor seems not to care about pedestrians, roller bladders, etc.

Again, notice the misdirection of fact and responsibility, the Councillor has clever covered up for the BC intransigence, and simultaneously shifted responsibility to some (possibly mythical) "extensive reviews".

- 3) Councillor Pantalone: his response was to send a copy of an email to me, which was for one Mr Wells, a civil servant apparently at the top end of the MGT trail management.

I must say that this was, from a political cleverness perspective, the "best non-response" of all received. He has cleverly removed himself from the picture and shifted responsibility to a civil servant. Moreover, he has cleverly avoided any specific commentary (as he may well have considered that the type of rhetoric dispensed by his peers as foolish).

Unfortunately, he is not actually doing anything. This is not acceptable either. It may not be as bad as spouting what seems "spin" that could have been written by somebody on the BC payroll, but it fails in his obligation to act on behalf of the public good or indeed voters in his constituency.

Of course, it should surprise no one that Mr Wells has produced absolutely nothing so far as we can tell. Therefore, one or the both of them are rather negligent even in matters of basic courtesy, never mind public safety.

1.3.1 Slight of Hand: Misdirection of Facts

The two clear primary problems are the disregard for public safety purely to appease the BC, and the BC's ability to privately manipulate Councillors and civil servants at the cost of the public good for their private benefit.

As the previous discussions show, and as shown in the Safety Analysis in Section 1.4, these bollards have nothing to do with increasing MGT safety (indeed they quite clearly make it much more dangerous). The "hill" has nothing to do with this matter. Pedestrian/cyclist interaction is another red herring (and which while before was not a safety issue, is now forced to be a danger by deliberately forcing cyclists to have intersecting/colliding paths with pedestrians).

The real issue is that these bollards have one and only one purpose: to provide the BC with private access over the MGT for the private benefit of the BC. This is at the cost to safety of MGT users.

Do not let the politicians or civil servants slight of hand misdirection of facts take these primary issues out of focus.

1.3.2 Slight of Hand: Misdirection of Responsibility

In principle, politicians make policy, and civil servants carry out policy. The policy is supposed to be for the public good, and Councillors make these decisions.

However, "political slipperiness 101" teaches us that the government staff tend to play something of a scam when called to answer for failures. The game is this: the politician says it is the civil servants' task to enact, and so they should be pursued for answers/culpability. The civil servants respond with, well we are just carrying out policy, so you will need to talk to the politicians.

By the time this cycle repeats a few times, you (the public) are so dizzy that you just give up and go away. That is precisely the objective of this type of us-and-them slipperiness, and misdirection of responsibility.

While episodes like this may be humorous on old reruns of comedies such as "Yes, Minister", it is a truly sad state of affairs when they occur in real life.

Don't let them duck out of their responsibility!

The short answer, and reviewed below, is that politicians are responsibly for decisions, and if the decisions are bad, then the politicians must go. It's as simple as that, and one can just ignore any slippery misdirection of responsibility.

However, in cases such as this, it is possible to go further, since these decision may in fact represent wilful negligence leading to injury. With a bit of luck, this can be managed as personal suits directly against the individuals involved, and possibly treated as a criminal matter. This means civil servants acting to cause wilful injury or by inaction causing wilful injury are also culpable.

Notice how the Councillors have redirected focus away from the BC, and away from themselves. They have strayed from the true issue (manipulation of Metro Hall by the BC), and then they say, in any case it's the civil servants (Mssrs Wells and Leiss). That they point to two different civil servants as the central figures is added misdirection.

1.3.3 Get Rid of Them/Legal Action

One may argue that voting Councillors out over poorly thought our bollards might be overkill. However, the issue here is rather deeper. The bollards are a symptom. The problem is that the BC has privately manipulated the Metro, and at the safety and cost of the public. Moreover, the Councillors have done precious little for the public good, have proposed shameful misdirection. It doesn't help that their treatment of correspondence is irresponsible and discourteous.

This type of conduct can be approached by both political and civil/legal recourse.

Political Action

At the very least, write to them voicing your displeasure. The contact information/email addresses are in Section 1.3.4.

Even better, just vote them out! It is as simple as that. During the next round of Metro elections, just vote for one of the other candidates.

Don't worry, I will remind you. Perhaps by then, the investigation of these Councillors will show more to consider as well.

Legal Action

All concerned have been informed of the facts and circumstances. That these bollards are fundamentally unsafe is all too obvious. That the Councillors and civil servants continue to permit this danger to exist is wilful negligence.

In the case of injury, please feel free to invite me and others to testify to the circumstances.

Notice that it may be possible to bring legal action not only against City Hall et al, but also directly to the individuals involved. That is, you might be able to sue them directly as "persons". It may

even be possible to have legal proceedings in the criminal courts for wilful negligence leading to injury. The list of relevant individuals is in Section 1.3.4.

Notice that it may also be possible to bring members of the BC on charges of wilful negligence, particularly in connection with both their initiation/manipulation to obtain these dangerous bollards, and also due to their history and on-going disregard for the law and public safety.

For example, if a child loses her eyesight due to these bollards, then these individuals should be held personally accountable and to be accountable with wilful negligence since they knowingly let the danger exist and continue to exist.

Corruption

I am preparing to set aside about 1,000 hours/year to investigate all aspects of these Councillors' conduct. If those investigations show corruption/improper conduct, then they Councillors might be dismissed prior to their term by civil means. Your help in such efforts is much appreciated.

1.3.4 City Hall and Related email Contact Information

Some useful contact information.

Metro Hall and Related

mayor_miller@toronto.ca

councillor_giambrone@toronto.ca

Councillor_Heaps@toronto.ca

councillor_pantalone@toronto.ca

Councillor_Perks@toronto.ca

Welsh@toronto.ca

Leiss@toronto.ca

chowo@parl.gc.ca

The Boulevard Club

AMartin@boulevardclub.com

hrenaud@boulevardclub.com

Some Media Contacts

citydesk@tor.sunpub.com

city@thestar.ca

news@ctv.ca

Community Action Groups

TCAT: info@torontocat.ca

TBN: tbn@tbn.ca

Please Note: some important “groups” (such as CBN, MEC, and some of the media companies) require email to be submitted via their online forms, and do not provide general email addresses.

Please Note: There are quite a number of people on my mailing list. My default setting is to put all of those addresses into the “BCC” (Blind Carbon Copy), so that their email address are hiding from all of the other recipients. This is intended to preserve your privacy.

If you wish to have their email address in the “open” (for all to see), then contact me at info@red-three.com and I will make the appropriate changes. Notably, I do not wish to give the impression that I am in anyway “controlling” or “filtering” the flow of information.

1.4 Safety Analysis

Please notice throughout this Section that none of this is “rocket science”. Moreover, though the politicians and the BC are using misdirection, virtually any use of bollards at the BC is decidedly unsafe, and more so at the BC compared to other entrances along the MGT. The one and only purpose of these bollards at the BC are to appease the private interests of the BC. It is a tragic method to accomplish this misuse of the MGT.

Importantly, there would be no need for bollards at all, if the BC members just stopped and gave right-of-way at the entrance (as they are required to do), instead of insisting on running their red light etc.

It is noteworthy that the politicians have not acted on or prosecuting the BC red light running, instead they installed bollards that endanger the public, but allow, indeed promote/support, the BC’s malfeasance.

1.4.1 The BC Entrance “Location Issues”

The real problem in terms of the BC entrance is its location. If there is to be any entrance at all, it should be in a completely different place. Namely, the BC should use the Palais Royal entrance a few hundred feet to the West (in Figure 2 move **A** to **F**).

There are many immediate benefits to this:

- 1) One problem with the current location is that non-BC traffic uses the BC entrance for “U-Turn” purposes on Lake Shore Blvd. Vehicles run in/out or make “intersection turns” directly on the MGT, thereby greatly endangering MGT (and indeed BC) users.
- 2) There is the “claim” that the current proximity to the “hill” is an issue, so relocation would immediately resolve that as well.

Note: the BC may argue that they wish to have current entrance there since the Palais Royal entrance is at a point on Lake Shore Blvd that is a divided motorway, and so they will only be able to approach the “correct” entrance from the West.

This is true, but moving the entrance is the correct solution. All of the other park etc entrances to the West of the BC manage just fine with this arrangement. Why should the BC have special treatment, especially when the special treatment is clearly causing a danger to everybody else? Moreover, this special treatment creates hitherto new dangers, such as the “U-Turn” danger.

Notably, the new location will also need “barriers/red lights/stop signs” for the motorists.

Importantly, the relocation of the BC entrance is not to be financed with public funds.

1.4.2 BC Traffic MUST Stop at Their Red Light/Stop Sign

No amount of bollards, short of completely blocking the MGT to MGT users, will provide safety when BC traffic fails to give right of way to MGT users, and particularly when they run their red light/stop sign (which occurs with frightening regularity).

The BC entrance must be fitted with a barricade to physically force the traffic to come to a halt at least at location (see Figure 3 a) at “**X2**”).

Notice, that if the BC traffic is forced to obey the law, then the bollards are not required.

Notice that this is still only a partial solution since the current location of the entrance is dangerous due to motorists illegally using the entrance for “U Turns”. Again, the correct solution requires moving the entrance to the Palais Royal location.

1.4.3 “The Hill” and its Proximity to the BC

The “hill” excuse is misdirection, and referring to it by the BC or Councillors is just a slight of hand trick to avert your attention from the real (BC) problem.

To be sure, there is a “hill” to the East of the entrance, however, a few observations.

- 1) If this is a “hill issue”, then why is there a tortuous maze of bollards on the West side of the entrance (Figure 3 a) at the point marked “**X?**”? That would be for MGT users going “up” the “hill”, and so there can be no question of “hill speed”.

The tortuous maze on the West side of the entrance only serves the purpose of creating a private driveway for the BC in the middle of the MGT.

- 2) In reality, and as shown as **B2/B1** in Figure 1, the BOTTOM of the hill is about 300 feet to the East of the entrance (shown as **L1** in Figure 1). This is quite a distance.
- 3) Even more important is that the “hill” has its OWN set of bollards at the bottom of the “hill”, shown as the “**green crosshatch BX**” in Figure 1. Thus, even if bollards were the answer (and they are not), they are already in place at the bottom of the hill.

Once again, any bollards at the BC entrance are superfluous, and quite clearly, they have nothing to do with safety, but rather are specifically arranged to create a private driveway for the BC by obstructing and endangering MGT users.

1.4.4 “The Hill” and Dual Separated Cycling/Pedestrian Paths

One of the other shameful bits of misdirection is that of “pedestrian safety”. While the Councillors and the BC go on about pedestrian safety, they do not provide too much detail on how it is that pedestrian safety requires these bollards. Their position seems to be to blame “speeding cyclists”, and that bollards are required to somehow “control” this “problem”.

This is unambiguous no-nonsense. It is a clear fabrication, and one that your infants could see through. Consider just a few key points:

- 1) There is NO PEDESTRIAN ISSUE at the “hill” since there are two completely divided paths, one for cyclists etc, and one for pedestrians. This is clearly visible in Figure 1 **D1** and **D2**. There is a wide grassy patch dividing these two paths.

One is hard pressed to see how a tortuous dangerous maze of bollards 300-700 feet away from these divided path could in any way “increase safety”.

- 2) Even after the end of the “grassy patch”, there is the “hill specific” set of bollards at the point marked “**BX**”. Again, bringing into question the sanity/relevance of the dangerous bollards at **A**.
- 3) To the East of this point, there is still TWO INDEPENT PATHS, one specifically for pedestrians as shown by **D1/D2**, and these TWO INDEPENT PATHS continue well past the BC entrance. The two paths have different surfaces/colours, and are clearly distinguishable.

The ONLY place where cyclists go on the pedestrian path is AT THE BC to AVOID the dangers BOLLARDS, and the dangerous BC drivers. The bollards force these colliding paths directly and also since they prevent/obstruct the MGT traffic from avoiding the dangerous BC drivers since there is no other path for escape/avoidance of collision.

- 4) As noted below, if bollards are to be used at all, they must only be used for DIVIDNG opposing traffic, or fundamentally different traffic type. That is, bollards are to be used to divide “longitudinally”, not laterally or across.

Of course, the pedestrian/cycle paths can be divided by safer means, such as “rumble strips” (which also be less expensive compared to bollards), as discussed below and shown in Figure 3 b).

1.4.5 Pedestrian Safety (less safe with bollards)

Pedestrian, indeed every MGT user’s, safety is REDUCED WITH BOLLARDS, when they are used as they have been at the BC. Figure 3 a) shows both the old (**Green** dots) and “new” bollards (**Red** dots, installed summer of 2007).

This tortuous maze of bollards CREATES many NEW dangers, some of which include:

- 1) All MGT traffic is forced to pass within very narrow confines. Leaving NO ROOM whatsoever for manoeuvring or escape.
- 2) Pedestrians, cyclists, bladders, etc are now forced to use intersecting paths that almost guarantee collision.
- 3) The twisting nature of the maze FORCES pedestrians from their own independent path into the path of cyclists.
- 4) The narrow twisting confines of these bollards are very difficult to negotiate with bicycles. The spacing is now barely the width of a single person. This forces cyclist to go around the bollards (Figure 3 a) shows **Yellow** arrows at locations marked “X”). This is very much more dangerous.
- 5) The narrow twisting confines are easily misjudged (perhaps by your 7-year old, as she cycles with you on the MGT). The placement of the bollards is such that misjudging the first row of bollards will cause a crash, likely face first, into the next row of bollards.

Notice that this arrangement of bollards is consistent with the design of armoured vehicle defence and tank traps, with the aim of crashing those vehicles.

1.4.6 The “Old Bollards” vs. the “New Bollards

The “new” bollards, shown in Figure 3 a) as **Red** dots, are very great increase in the danger and are unacceptable.

The old bollards (Figure 3 a) **Green** dots) were already quite dangerous since they were used in a manner that is decidedly unsafe (see below). However, there was still some small chance to navigate them safely (Figure 3 a) **Green** arrow at “X”). Even those bollards on their own prevent escape or manoeuvring when BC traffic runs their red light.

Crucially, the new tortuous maze of bollards not only makes collision and crashes a much bigger danger for entering the intersection, and eliminating and chance of manoeuvring for avoidance, but also makes it impossible to manoeuvre safely out of the intersection. Thus, even if you safely negotiate entering the intersection, a second tortuous maze prevents safe exit from the intersection, and provides a second set of steel pillars that force collisions.

Critically, the new bollard are in themselves much more dangerous. They are at “face height” for children, and at the “right height” for adult “genitals”. Thus, these taller bollards present an extreme danger even on first contact.

Moreover, these taller bollards are also at the “right height” for bicycle handlebars. Thus, now there is a completely NEW danger of catching a handle bar on the first set of bollards, causing a face-first crash into the second set.

The addition of the new bollards is a travesty. It is an abuse of the MGT in that their sole purpose is to provide the MGT with unhindered access to the MGT. However, and much worse, it does this by adding a much-increased level of danger and anxiety for MGT users.

It would have been safer to completely shut off the MGT to MGT traffic, and give the BC complete and entirely private access to the public property and MGT crossing. Of course, this would have been a more obvious “political” disaster, so instead they decide to still give the BC a private drive, but now by endangering you and your family since it less “politically conspicuous”.

1.4.7 Speeding Cyclists and Speed Control (Recipe for Disaster)

Another aspect of the shameful rhetoric spouted by the politicians is that these bollards are required to control speeding cyclists, and they also tie this to the earlier rubbish pointing to the “hill”.

This is either utter nonsense, or it is the desire of malicious individuals.

- 1) If you are truly interested in safety and controlling the speed of cyclists coming down a hill, you DO NOT put a crash/barricade at the bottom of the “hill”. This approach is then saying, “well we will let you get up to a high speed, and then we will force you to crash into steel pillars and other pedestrians/cyclists”. With this premise, the correct solution is to prevent the cyclist from attaining a high speed. Clearly, bollards at the bottom of a hill are perhaps the WORST solution.
- 2) In reality, avid cyclists with modern touring bikes can achieve 40 kph on a flat. So if these ridiculous set of bollards was some sort of “safe solution”, then they would be required everywhere along the 30 or kilometres of the “greater” MGT.

We don’t condone excessive speeds by cyclists. However, there are relatively few such maniacs. Those individual sometimes even drive recklessly on the cycle path in the “Beaches”, where there are children and puppies playing. No bollards will prevent that.

Crucially, it is entirely unacceptable to endanger the welfare of thousands of MGT users and on the grounds of a few maniacs. Any rhetoric based on this premise is likely a front for some hidden agenda (like providing the BC with a private driveway on busy public lanes).

- 3) Notably, and as stated earlier, if these bollards are for speed control for fast cyclists coming down the hill, then why is there a tortuous maze of dangerous bollards on the West side of the entrance? This would be for traffic going “up” the “hill”, and so speed is not an issue. Clearly, those bollards have a different purpose.
- 4) NOTE: all of this is made exponential worse in bad weather when there is poor visibility and slippery conditions. Put simply, it’s a recipe for disaster.

In reality, these bollards have nothing to do with speed control of speeding cyclists.

1.4.8 The “Correct” Use of Bollards (if there is such a thing)

Bollards have only two “proper” uses.

- 1) Divide lanes of opposing traffic. A single bollard separating East/West traffic is a possibility, or a single bollard separating pedestrian/cycle lanes (though there are better solutions for this, see below).
- 2) Barricade or “prevent” traffic entirely. For example, to prevent motor vehicles from using the MGT as a motorway.

Bollards must NOT be used for speed control or any other reason. They may certainly NOT be used to create/force traffic to collide. This is pure wilful negligence or malice.

Bollards must NOT be used as “weapons”. These bollards are frightening due to the very serious danger they pose. This means everybody passing through there suffers elevated anxiety, even if they make it through otherwise unharmed.

This is the height of perversity. The MGT is used by tourists and for recreation, which should be a fun and relaxing experience, not one filled with danger and anxiety.

Importantly, the MGT is also the “401” cycle paths used by commuters who help reduce motor vehicle traffic/congestion and pollution. Surely, it is something of a failure to force people back into their cars since the MGT is too dangerous and scary;.

1.4.9 Why Does the BC Have Special Status?

Of course, it is unlikely that the politicians and civil servants will explain “why” the BC has a special privilege, since this situation is likely due to some private and untenable arrangement.

Still, notice that along the 30 or kilometres of the “greater” MGT, there is NOT one single other MGT intersection with this special treatment, and there are many intersections.

Indeed, just a few hundred meters to either side of the BC there are swimming pools, clubs and parking lots. Some of which have much greater traffic compared to the BC. None of them has this special private treatment. In most cases there are no bollards or just a few bollards used in a “proper” manner (as lane divider, not as injurious barricades).

Moreover, why is it the dangerous practices of the BC, such as running their red light, have not been addressed by the police or City Hall.

Finding the answers to these questions will likely explain how a dangerous abuse of the public good is possible at the BC intersection.

1.5 Solutions

1.5.1 Move Entrance and Install Motorist Barricade(s)

Moving the BC entrance, say, to share the Palais Royal entrance and installing barricades for the motor traffic solves virtually all the issues. It moves the entrance away from the “hill”, it prevents “U Turn” danger, it prevents the BC from running their red light, and so forth.

Crucially, and regardless of the location, the BC entrance must be fitted with a barricade to physically force the traffic to come to a halt at least at location (see Figure 3 a) at “X2”).

Notice, that if the BC traffic is forced to obey the law, then the bollards are not required except one bollard to separate East/West traffic, though as with many other entrances, though often even that is not required (e.g. on top of the “hill”).

1.5.2 No Bollards for Barricades/Speed Control

Under NO circumstances are bollards to be used for “speed control” or force traffic to intersect or collide.

1.5.3 Rumble Strips and Markings

“Cheap & cheerful” alternatives to bollards are various forms of “rumble strips”. This would be similar to those used on motorways that “rattle” motor vehicles when they veer off on to the shoulder etc.

These are inexpensive to create, but must be designed to allow safe usage by “all”, including (e.g. roller bladers and skateboarders, might be caused to crash by ill chosen rumble strip design).

Since visibility is also an issue, perhaps something involving the so-called “cat’s eyes” may serve.

Such “separating devices” should be visible from a long distance, and be safe in all weather/visibility conditions.

Additionally, the pedestrian path should have painting/symbols marking the pedestrian path as such. The cycle path should have some such markings, but produced such that it does not a “slippery patch”, especially during wet weather.

1.5.4 No Special Treatment for the BC

The BC must abide by the same rules and receive the same treatment and considerations as all other such entities along the MGT.

They may not “do deals” with City Hall (or anyone) “behind close doors”.

Politicians and civil servants engaged in such activity should be prosecuted.

1.5.5 No Private Army for the BC or other Private Entities

The BC is not to be permitted to higher police officers as their private army for private functions and to inconvenience or otherwise abuse the public good.

1.5.6 No Public Funding of the BC

The BC must fund itself. No public funds may be used for any special treatment of the BC. It is something of a travesty the richest people are getting public funds in order to abuse and endanger the public. They have plenty of money. It is their responsibility to manage their club safely and in manner consistent with the privilege for being permitted their location on this highly prized public property.

1.6 Call to Action

1.6.1 Action 1: The Bollards Must Go – That’s non-negotiable!

Both the “old” and “new” bollards must go. There is the possible exception of a single “old” bollard that separates East/West traffic, and a single “old” bollard that separates the pedestrian and cycle paths.

Leaving any other bollards there is wilful negligence and decidedly an increased danger to the public.

1.6.2 Action 2: The BC must install a gate/barricade (at their expense)

The BC, at their own expense, must install a barricade that forces their traffic to halt prior to entering the intersection.

1.6.3 Action 3: The BC must not be permitted to manipulate City Hall

This is self-explanatory. That this even needs to be mentioned is something of a worry.

1.6.4 Action 4: Ideally, the BC entrance should be closed/moved to the Palais Royal location

Ideally, the current BC entrance should be closed, and BC traffic should use/share the Palais Royal entrance (and install motor traffic barricades). This is important not only to prevent BC created abuses/dangers, but also to prevent general motorist abuses of the entrance (e.g. “U Turn” abuse etc).

1.6.5 Action 5: The Pedestrian and Cycle paths should be separated by “rumble strips” not bollards.

Using a “single” bollard as described above is the minimum improvement. Removing the bollards completely, in favour of a “rumble strip/markings” based approach would be better still. This eliminates any hard/sharp objects for collision.

1.6.6 Action 6: The Councillors should be investigated.

It is suggestive that these BC bollards are the result of some special private deal that the BC has arranged with Councillor/civil servants. That this arrangement is simultaneously an abuse of the public good, and is expressly increasing the danger to the public is a shameful abuse of public office.

Though civil servants are obliged to conduct themselves in an honourable manner, and they too should be prosecuted when guilty of wrongdoing, it is clearly the politicians who must take first responsibility for such misconduct.

As such, I am preparing to set aside on the order of 1,000 hours/year to investigate these people. I ask that you do as well, and that you share your findings with me, one of the other action groups, or the media.

This type of investigation need not be restricted to BC matters (e.g. have any of these councillors, civil servants, or their friends/family recently been free memberships or whatever). At this point, one must consider that if these people are prepared to permit and promote such abuses, then there is a good chance that there will be other “dirty laundry” as well.

Importantly, Councillors who are willing to use misdirection and slight-of-hand in an attempt to bamboozle the public have taken a huge risk (since its so obvious), and for what gain? This brings into question their judgement. If they can't make good judgements in such simple and obvious safety situations, than how can we trust their judgement in more complex and larger matters?

Ultimately, replacing them with responsible individuals may be the best solution. Whether its over a BC or some other indiscretion, at this point, is immaterial.

1.6.7 Action 7: Monitor the BC

Apparently, the BC has a long history of arrogance and abuses, so it is unlikely that they will start to conduct themselves in an acceptable manner any time soon. This will actually work to the advantage of this cause.

Any time they run their red light or perpetrate such infractions, report them. The Metro Police has an online form that can completed to report traffic violations.

If you can catch them on “film” (e.g. your cell phone camera or whatever), that would be even better.

If you know of discover other malfeasance by the BC (beyond traffic violations), please make the information available. For example, if you are aware of “dealings” between the BC and Councillors etc, then please let somebody know (me, the action groups, the media).

1.6.8 Contact Information

Please feel free to contact any one on the general list shown in Section 0, or myself at info@red-three.com

1.6.9 Our Contribution

The key elements of the actions available and which will be relied as appropriate are

- 1) Media
- 2) Investigation of Councillors et al
- 3) BC Prosecution
- 4) Negligence Suits

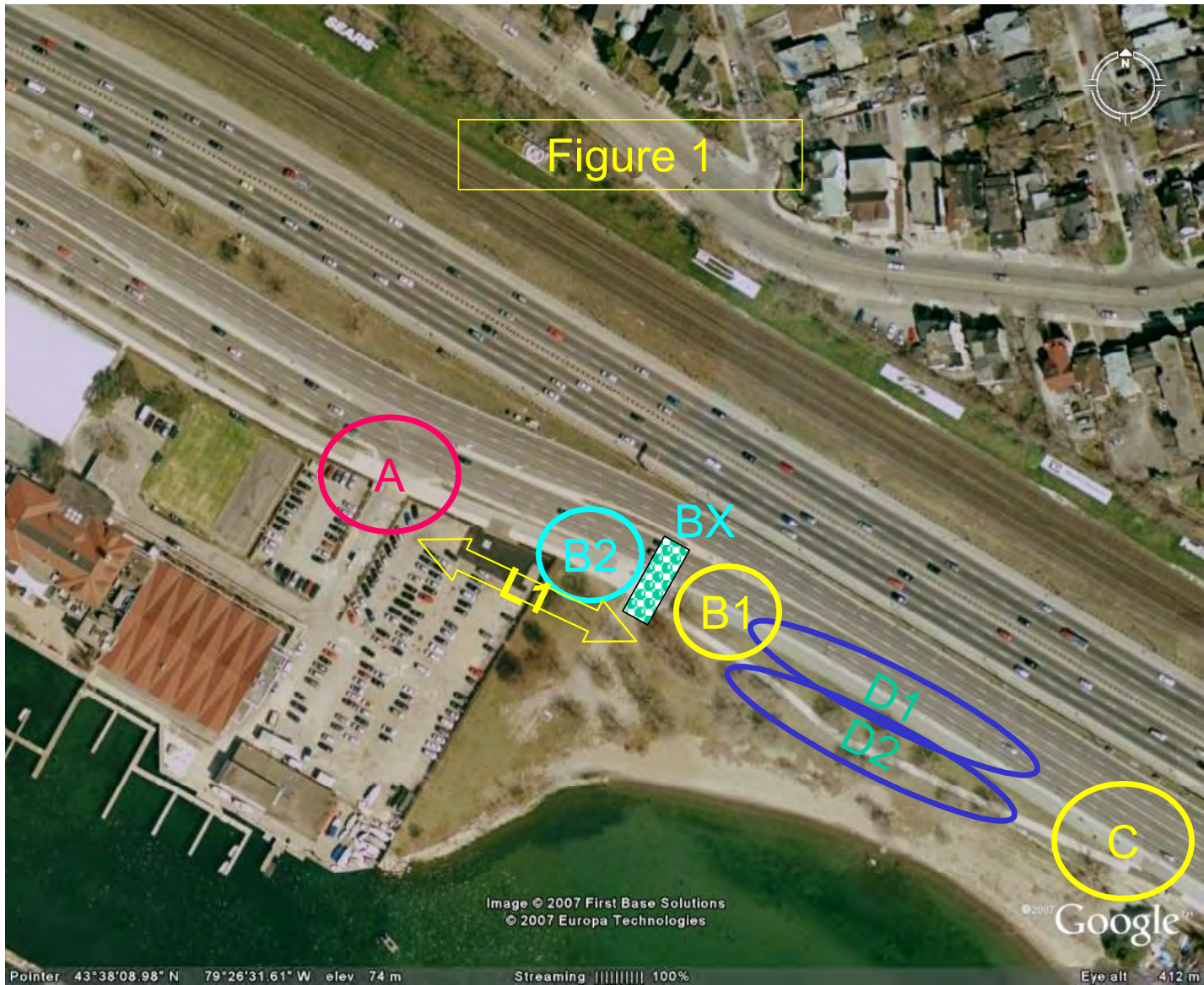
Please keep in mind that in such situations:

- 1) Information is power, so please obtain/share as appropriate
- 2) Voicing your displeasure to your Councillor and media is also power.

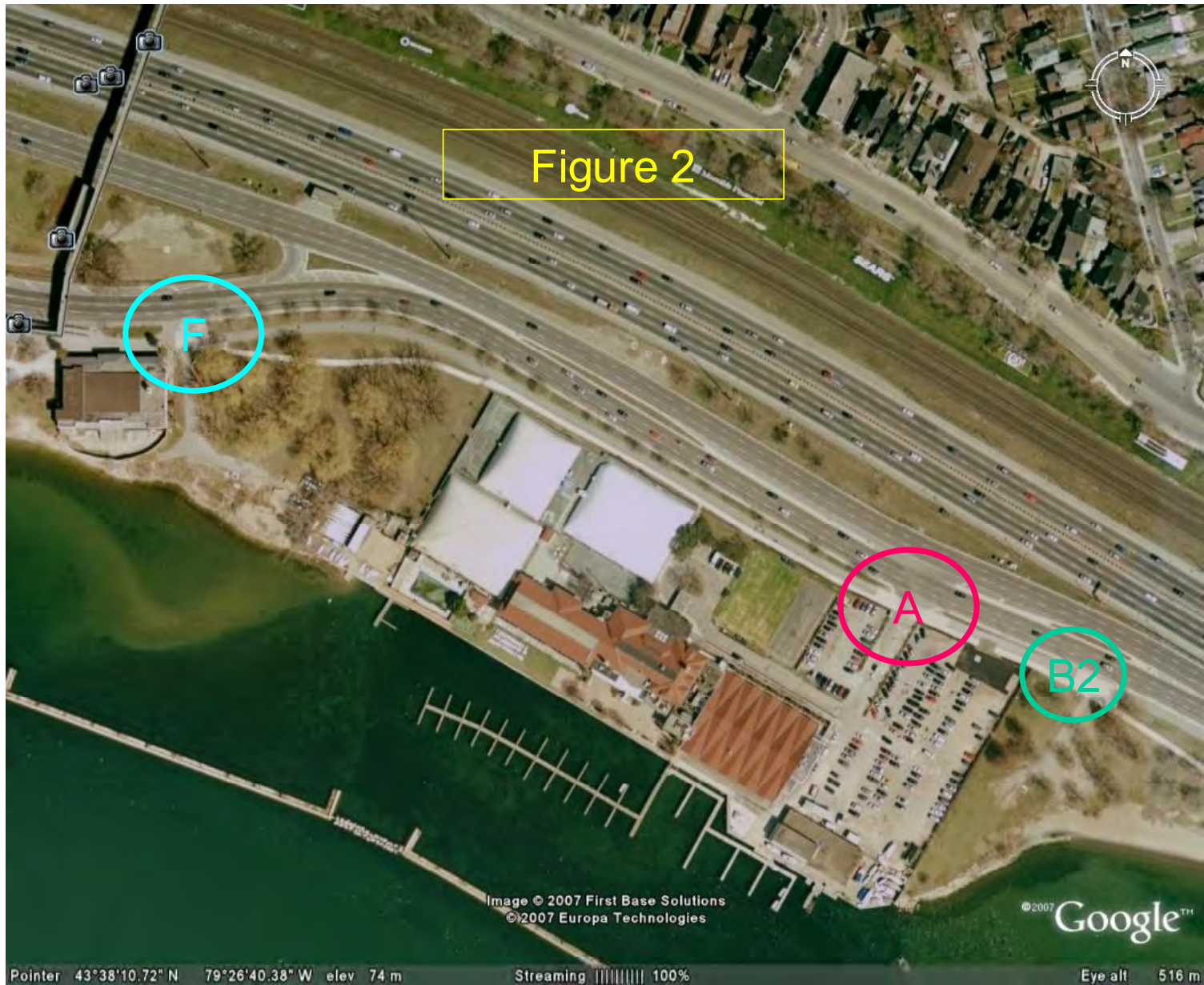
We will continue to invest heavily in this process to correct the safety issue at the BC/MGT, and with a bit of luck bring deserving individuals to justice. It seems that there is much more going on than simply a few ill chosen/dangerous bollards, and these matters are worthy of our time and effort. We ask that you join us in this cause.

2 Appendix A: Images and Illustrations

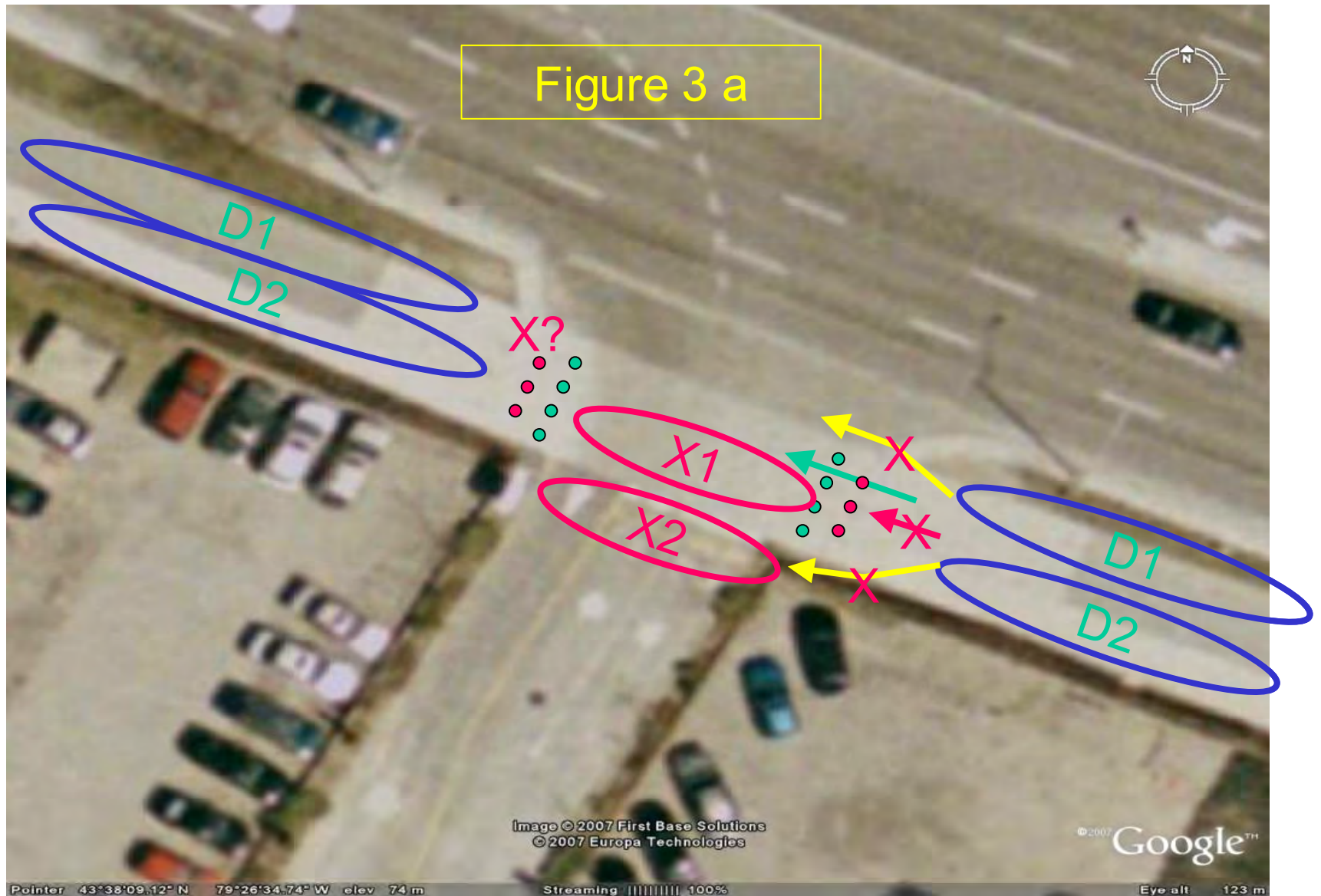
2.1 Figure 1



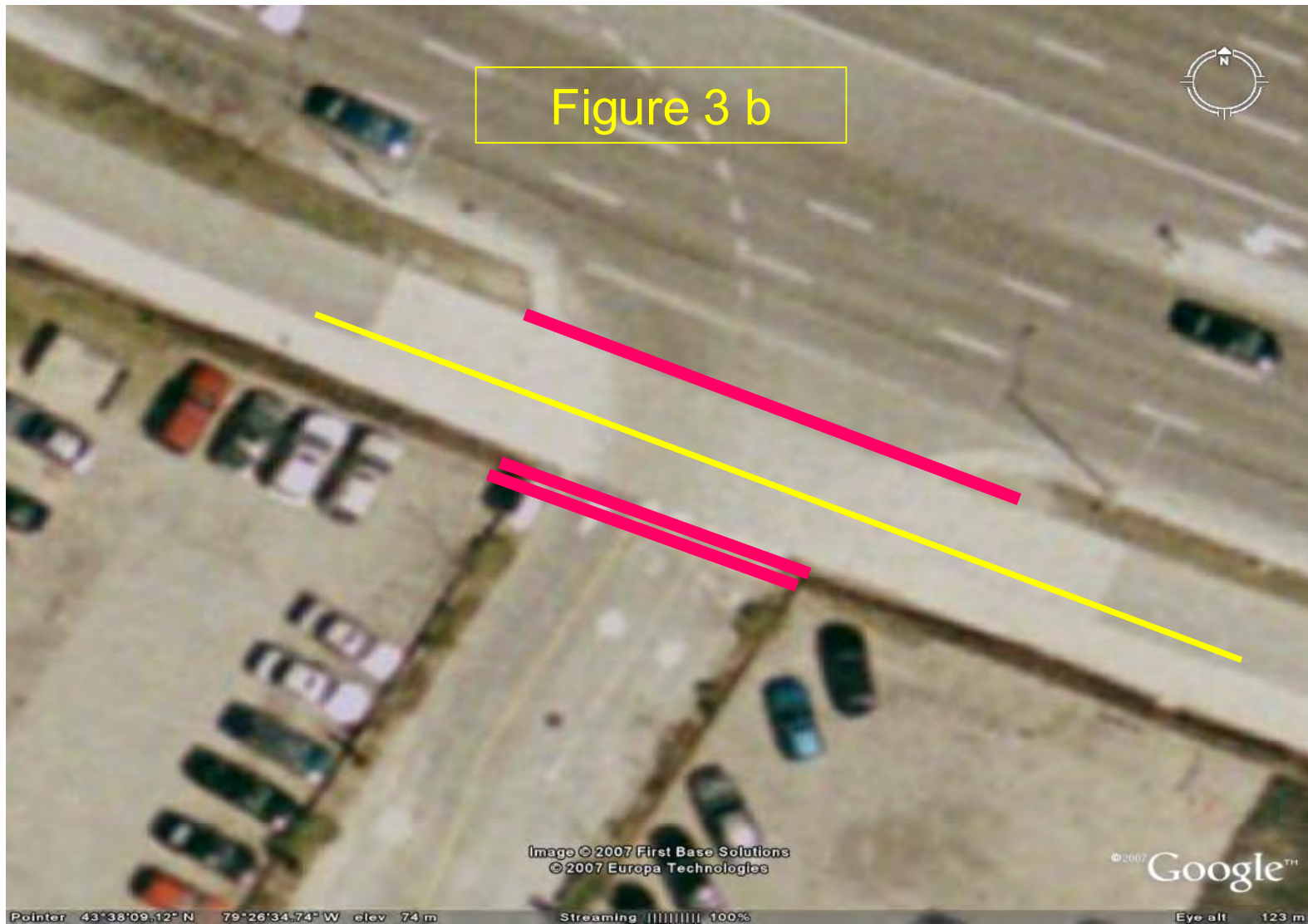
2.2 Figure 2



2.3 Figure 3 a)



2.4 Figure 3 b)



2.5 Figure 4



3 Appendix B: Full Text of Responses

3.1 *Relevant Excerpt from TCAT Notes following meeting with Councillor Perks*

This is something we have been doing on an on-going basis with many councillors. The MGT-BC bollard issue was just one of the items we wanted to discuss, and rest assured the steering committee member that accompanied me is very well aware of the issue, as am I. Though we were only allotted a half-hour slot with the Councillor, we still spent about 5-10 minutes putting forth our reasons for re-examining the issue. However, we were not able to make a lot of ground with Councillor Perks. His strongest argument – which you are probably well aware – is that cyclist speeds on the nearby hill are more of a danger to pedestrians than the danger posed to cyclists by the bollards. We pointed out the fact that there are many other places along the MGT where cyclist speeds can be high (not to mention the fact that road racers can do upwards of 40 km/h on a flat), yet other trail crossings do not have the same bollards. We also felt that the hill is not as close to the BC driveway as the councillor’s office believes. Finally, we cited some references to transportation planning standards that do not recommend bollards be used to slow down cyclists. The most important point is that Councillor Perks seems to be deferring to the professional opinion of the Parks staff member, Peter Leiss, who is an avid cyclist. While Councillor Perks did agree to take another look at the issue for us (and this is something we will follow-up on), we think it would be wise to contact Peter Leiss and discuss the issue with him, since it appears that he is essentially making the decision and has the councillor’s support. I welcome your thoughts on the outcome of our meeting and ideas for future work on the issue, and will forward them to the TCAT Steering Committee.

3.2 *Councillor Heaps Response*

Councillor Heaps refers to “extensive reviews”. We have requested those reviews, or even their titles/authors, no response whatsoever has been forthcoming ... on the face of it, there is no evidence of any reviews. We are also quite amused at the comment “required for the safety of both cyclists and motorists”. Separate from the obvious dubious notion that a cyclist can harm a motorist who has just sped through a red light and run the cyclist over, there is also the curious absence of Mr Heaps concern for pedestrians etc., again who can only cause harm to motorist by being run over.

Hello Mr. Bajor,

The City's transportation department has conducted extensive reviews on the placement of the bollards on the Martin Goodman Trail at the Boulevard Club entrance.

The conclusions confirm that they have been correctly placed and are required for the safety of both cyclists and motorists.

By copy of this email, I will pass along your comments to Councillor Perks' office.

Regards,
Adrian Heap

Toronto City Councillor A.A. (Adrian) Heaps
Scarborough Southwest, Ward 35
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councillor_heaps@toronto.ca
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3.3 Councillor Pantalone Response

This is Councillor Pantalone's CC'd email to me, in response to my "going to the media" email. Evidently, Councillor Pantalone seems to be ducking the issue by asking a civil servant (Mr Welsh) to respond (Mr Welsh has not provided any response whatsoever so far as we can tell).

Dear Mr Welsh
as the General Manager of Transportation Services for the City of Toronto, I would appreciate your comments to mr Oliver as to the safety and other issues raised by him in his e mail.
Thank you in advance for your help on this

Joe Pantalone
Deputy Mayor
City of Toronto

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