

PW11.1.3

From: [David White](#)
To: [Public Works and Infrastructure Committee](#)
Subject: My comments for 2016.PW11.1 on March 1, 2016 Public Works and Infrastructure Committee
Date: Monday, February 29, 2016 11:34:15 AM

To the City Clerk:

Please add my comments to the agenda for the March 1, 2016 Public Works and Infrastructure Committee meeting on item 2016.PW11.1, Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Evaluation of Preferred Design

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Please accept these comments on behalf of Walk Toronto. Walk Toronto is a grassroots pedestrian advocacy group that works to improve walking conditions and safety in Toronto.

We reiterate our previous position that the best alternative would be to remove the Gardiner Expressway east of Jarvis Street.

However given that this alternative is no longer before your committee or City Council, Walk Toronto supports the recommendation of the Deputy City Manager, Cluster B that City Council approve Hybrid Alternative Design 3 as the Preferred Design for the Gardiner Expressway of those currently under consideration.

Hybrid 3 pushes the ramps joining the Gardiner Expressway and the Don Valley Parkway as far north from the proposed north Keating Channel Promenade as possible. This will provide the best pedestrian amenity possible along this important stretch of waterfront.

We also support the recommendation that a mechanism which includes funding be developed to implement the proposed Gardiner East public realm improvements between Cherry Street and Jarvis Street. The north-south connections across Lake Shore Blvd. are of prime importance to pedestrians and will become even more important as people take up residence in the East Bayfront in the years ahead. Major improvements are required to make the crossings safe and to improve the visual and acoustic quality of the space.

In this regard we support the narrowing of Lake Shore Blvd. to two lanes in each direction through the study area. The shorter the distance from curb to curb, the better for pedestrians. It appears from the origin-destination studies presented during the environmental assessment that four lanes on the surface plus six lanes on the elevated expressway will be more than adequate to handle automobile traffic at current service levels.

East of Cherry Street, we are concerned that the addition of new ramps will have a deleterious impact on pedestrians traversing along the realigned Lake Shore Blvd. to Cherry Street. Quite

possibly as new neighbourhoods develop south of the Gardiner, the number of people on foot in the area will be greater than the number of people in automobiles. We are not convinced that the convenience of the new ramps to drivers will outweigh the inconvenience to pedestrians.

Thank you for your attention to this matter.

David White

On Behalf of Walk Toronto