

From: Michael Holloway [mailto:michaelholloway111@gmail.com]

Sent: Monday, February 29, 2016 1:38 PM

To: Public Works and Infrastructure Committee; Councillor Jaye Robinson; Councillor McMahon; Councillor Perruzza; Councillor Moeser; Councillor Lee; Councillor Holyday

Cc: Cycle Toronto; Ward 30 Bikes; Councillor Fletcher; Ward 30 Bikes

Subject: PW11.1 - Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Evaluation of Preferred Design

Chair Jaye Robinson and Members of Public Works and Infrastructure Committee,

RE: PW11.1 - Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (EA) and Integrated Urban Design Study - Evaluation of Preferred Design

Maintaining Cycling Connections During Gardiner East Reconstruction.

In the PWIC consideration of a Preferred Design of the Gardiner East reconstruction I urge you to consider the maintaining a safe and direct detour of the Lower Don Recreation Trail between Don Roadway and Cherry Street.

In the construction phasing plans developed by Dillon Consulting (PW11.1, Appendix 3 - Part 3 - Alternative Designs Evaluation Report, Dillon Consulting, February 2016 - (<http://www.toronto.ca/legdocs/mmis/2016/pw/bgrd/backgroundfile-90627.pdf>) - a note at the top left of the construction phasing map titled "Option 1 Pre-Stage" (page 1 of 4) - indicates a detour from the Don Valley Parkway to the Gardiner Expressway and Lake Shore Boulevard, where I note that Villiers St is to be used as a detour that will maintain a 6-lane connection between the Don Valley Parkway to the Gardiner Expressway and Lake Shore Boulevard.

Image of Option 1, Pre-Stage construction phasing map indicating Villiers Street as a 6-lane detour route:

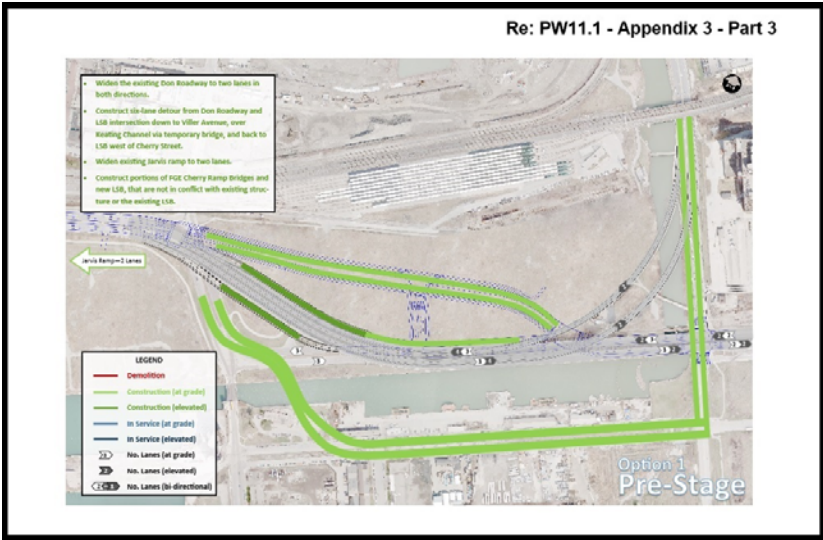


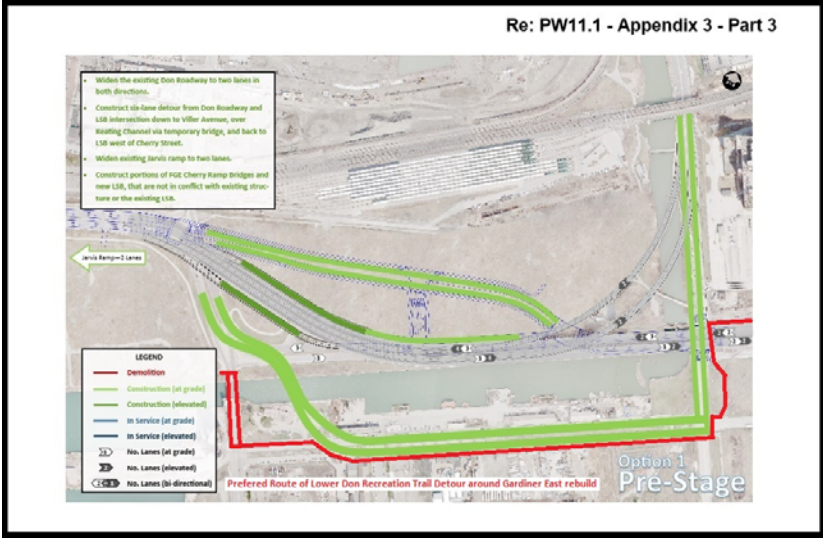
Image credit - Dillon Consulting, February 2016

In the text box top left, second bullet point: "**Construct six-lane detour from Don Roadway and LSB intersection down to Villiers Avenue, over Keating Channel via temporary bridge, and back to LSB west of Cherry Street.**"

I encourage PWIC require that the consultants report back to PWIC, on a way to keep this important recreational and commute cycling route open during all phases of the construction; and as well, make sure that cyclist construction detouring around the Gardiner East reconstruction is well signed and follows the safest and most direct route possible with signage and road markings where appropriate.

I suggest that the most direct route (one that will encourage commute cycling) is the installation of a Multi-use Path along the south side of the 6-lane detour along Villiers - until the point where the detour begins to swing north to the temporary bridge across the Keating Channel - where the Bike route would then continue west on Villiers Street to Cherry Street and north of Cherry to the beginning of the Martin Goodman Trail just north of the Keating Channel Lift Bridge (Bascule Bridge).

Preferred Route of Lower Don Recreation Trail Detour around Gardiner East rebuild



Gardiner East re-construction phasing map markup indicating Multi-use Path detour route on the south side of Villiers Street

Base image: Option 1 - Pre-Stage, Dillon Consulting Feb 2016

Sincerely,
Michael Holloway,
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