



Safe streets  
Healthy city  
Vibrant voice

192 Spadina Ave, Suite 215  
Toronto, ON M5T 2C2  
416-644-7188 | cycleto.ca

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Infrastructure and Environment Committee  
10th floor, West Tower, City Hall  
100 Queen Street West  
Toronto, ON M5H 2N2

**RE: IE23.13 Port Lands Flood Protection - Lake Shore Boulevard East Trail and Lower Don Trail Construction Closures and Detour Routes**

Dear Members of Infrastructure and Environment Committee,

**Cycle Toronto is supportive of providing a safe, connected cycling detour** while there is construction near the very popular Lower Don and Martin Goodman Waterfront trails.

Many Torontonians cycle, walk, run, or roll along these multi-use trails for exercise, recreation, or commuting. This route provides a safe connection for all ages and abilities to cross major barriers and connect communities. Cycling is at an all-time high and these detours are being proposed for several years. Therefore, **Cycle Toronto would like to see further consideration given to network connectivity, as well as ensuring the safety and comfort of people of all ages and abilities:**

**Network connectivity**

1. **Keep the detour along Lake Shore Boulevard E.** This is a heavily-trafficked cycling route and the only safe cycling connection in the area. Providing a temporary trail along the eastbound lanes of Lake Shore E would minimize disruption and provide a less circuitous route for people cycling and walking.
2. **Extend the proposed detour to Leslie Street.** In addition to the connection at Carlaw Avenue, consider extending the detour network to connect with Leslie. At Leslie, the trail to Tommy Thompson Park is accessible, as well as the two multi-use paths that run along Lake Shore E to the east. This also provides an alternative to the Carlaw-Lake Shore intersection which has many dangerous, heavy trucks.
3. **Expand the detour network to include Bayview Avenue, Eastern Avenue, and Broadview Avenue.** The existing multi-use path on Bayview is a welcome detour for the Lower Don Trail on the west side of the river, but many cycling trips should be supported on the east side of the river with the addition of a temporary multi-use path along Broadview. These could be connected across Eastern which would serve a

critical link in extending the popular Richmond-Adelaide cycle tracks east of the Don River, and provide an alternative to the Lake Shore E detour for commuters or local trips that should not be circuitously routed through the Port Lands.

### **Safety and comfort for people of all ages and abilities**

4. **Physical protection is a necessity.** The proposed detours run through industrial areas that have many dangerous, heavy, industrial trucks moving at high speed. Shared space or paint-only designs would be unacceptable. Ideally, full Jersey barriers, low concrete walls, or similar would be in place to adequately protect vulnerable road users during the multi-year detours.
5. **Ensure there is adequate space for a high-volume route.** These are very popular routes for people cycling, walking, running, and rolling. Sufficient space must be dedicated to the trail detours so that it remains comfortable and safe for a variety of uses. The ActiveTO program shows the benefit and popularity of providing sufficient space for people.
6. **Repair and repave the roadway.** As the proposed detours run through industrial areas, there should be special attention to repaving the roadway over which the detour will be routed. Poor road surface is very uncomfortable for all types of users, and often can be dangerous.
7. **Improved lighting will make people feel comfortable.** Industrial areas are less populated at nighttime and many people may not feel comfortable unless the route is sufficiently well lit at a human-scale.
8. **Dangerous intersections must be improved.** The intersections at Lake Shore E and Cherry Street, as well as at Carlaw Avenue and Lake Shore E, are notorious for being unfair, uncomfortable, and unsafe for vulnerable road users. The signals change infrequently for pedestrians and cyclists, and there is inadequate time for everyone to cross. There is not enough space for people to queue and people spill out into the roadway. The crossrides are too narrow or nonexistent leading to conflicts in a narrow crosswalk. And slip lanes, large corner radii, and heavy vehicles endanger vulnerable road users. There must be special attention given to making these intersections safer and more comfortable as part of the proposed detours and after the disruptions are complete.

Including safe cycling detours when components of the network are closed due to construction is yet to be a standard practice in Toronto. It is encouraging to see a detour included along these two busy trails. These considerations will ensure these are high-quality detours, and going forward, continuing to accelerate the buildout of a robust safe cycling network is the best way to ensure that people always have a safe alternative route.



Sincerely,



Keagan Gartz  
Executive Director  
Cycle Toronto

*Cycle Toronto is a member-supported, charitable organization that works to make Toronto a safe, healthy, and vibrant cycling city for all.*

