

To the City Clerk:

Please add my comments to the agenda for the July 5, 2021 Infrastructure and Environment Committee meeting on item 2021.IE23.13, Port Lands Flood Protection - Lake Shore Boulevard East Trail and Lower Don Trail Construction Closures and Detour Routes

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.

Comments:

Infrastructure and Environment Committee Chairperson and members,

As the local ward cycling advocacy group Chair, I point out for perspicuously, that there are two different kinds of trail use happening in the affected area - a cycling commute route; and a cycling recreational route - both are to be closed - but only one (the commute route) has been addressed satisfactorily in the report from Transportation Services.

The Commute PLFP Detour

I understand that the Port Lands flood Protection (PLFP) 40-month detour of the Lake Shore East Trail (LSET), The Lower Don Trail (LDT) and the Martin Goodman Trail (MGT) in the vicinity of Carlaw Avenue west to Cherry Street is a temporary construction detour. In this light, I see no reason to initiate the long term plan for Cycle Tracks on Commissioners Street in this phase of the Port Lands development - instead, I suggest we institute a far safer option for a bike route through a construction zone: High Capacity, Jersey Barrier Separated, MUPs.

Instead of Cycle Tracks on Commissioners, Saulter, and Villiers sections of the detour route I suggest:

- A high-capacity trail configuration with separated pedestrian-only area on Commissioners Avenue between Carlaw Avenue and Saulter Street;
- A high-capacity trail configuration with separated pedestrian-only area on the west side of Saulter Street; and,
- A high-capacity trail configuration with separated pedestrian-only area on the south branch of Villiers Street.

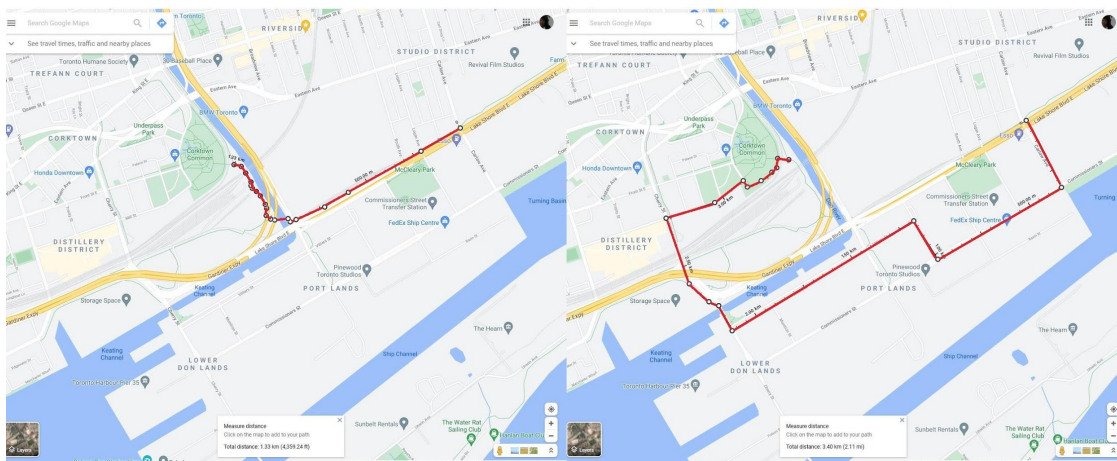
The Recreational PLFP Detour

There exists recreational connections to (and from) the Lower Don Trail in two directions: to the east is a connection to the LSET (easterly turn at the bottom of the LDT), and to the west (a westerly turn at the bottom of the LDT) to the MGT (at Cherry St / LSB-E).

The detour solution to the west is satisfactory. The east route - a route usually accessed by cyclists travelling the LSET westbound directly (via a cycling & pedestrian bridge which is to be removed for the new Sedimentation Basin) - I note that the detour of this route is incredibly indirect compared to the existing route.

EastTO accessible connection to the Lower Don Trail is to be detoured 2 km longer than the existing route: Lake Shore East Trail at Carlaw Ave down to Commissioners St., and around to Cherry St. via Villiers St., up to Mill St. and around Corktown Common to the fork of the Don Trail at the Corktown Common underpass (left image: existing | right image: proposed). This detour will be in place from September 1, 2021 to December 31, 2024:

This is usually a 1.3 km route - now detoured to 3.40 km. This is not an acceptable detour.



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I suggest that staff investigate the possibility of a MUP on the Eastern Avenue Diversion connecting Broadview to the switchback ramp at Corktown Common park.



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