

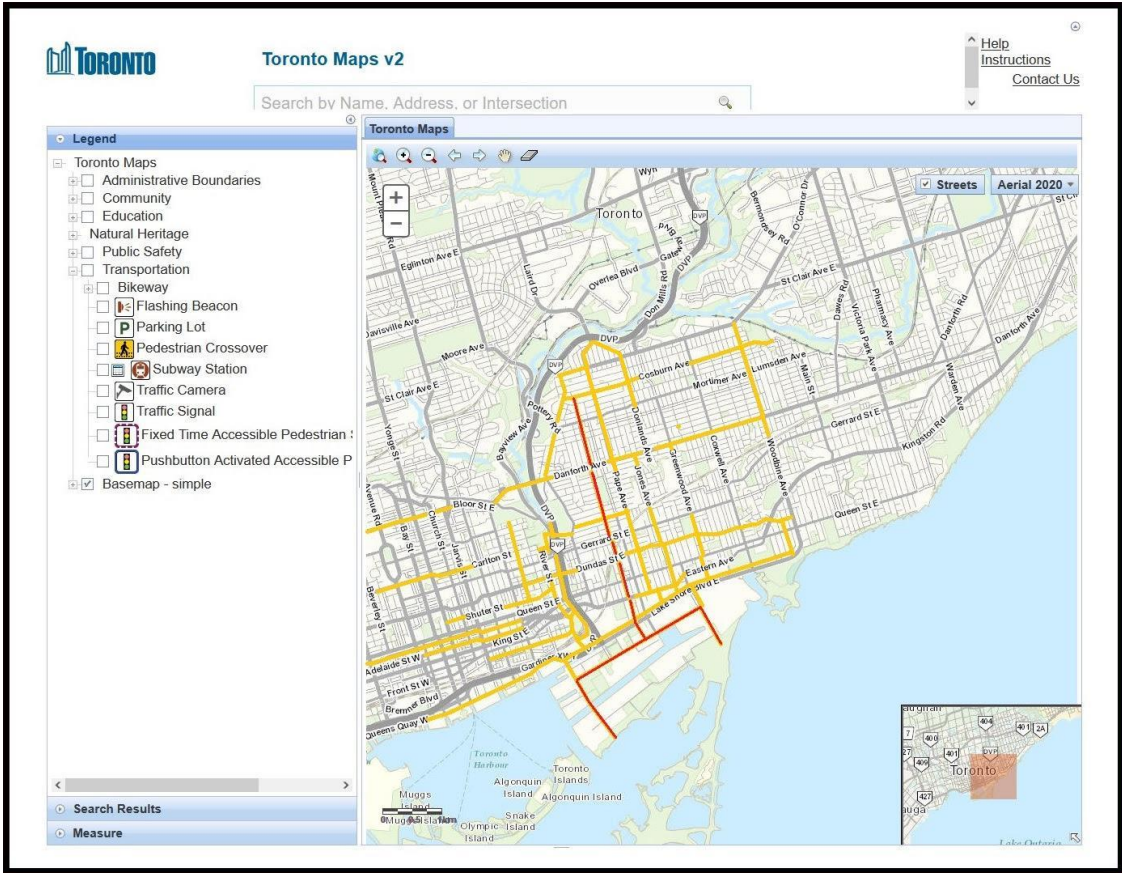
Members of the Infrastructure and Environment Committee,

We write to bring your attention to a matter concerning Torontoians' access to the Lake Ontario waterfront in and around the planned rebuilding of Lake Shore Boulevard East between Don Roadway and Carlaw Avenue in Ward 14.

The current Lake Shore East Public Realm plan suggests a crosswalk across Lake Shore Boulevard East at Booth Avenue; Ward 14 Bikes proposes removing this crosswalk from the plan and instead consider installing a dual, Crossride / Crosswalk at Logan Avenue instead.

# A Gateway to the Waterfront

## Logan as a Gateway to the Waterfront - A Ward 14 Bikes' Cycling Network Grid Visioning



Full Sized Image URL:  
[https://ward14bikeshome.files.wordpress.com/2021/09/logan-as-a-gateway-to-the-waterfront-ward-14-cycling-netwrok-grid-visioning-map-m\\_holloway-ward-14-bikes-sept-2021.jpg](https://ward14bikeshome.files.wordpress.com/2021/09/logan-as-a-gateway-to-the-waterfront-ward-14-cycling-netwrok-grid-visioning-map-m_holloway-ward-14-bikes-sept-2021.jpg)

In this change we vision a 'Gateway to the Waterfront' via the continuation of cycling / walking infrastructure on Logan Avenue south of Lake Shore Boulevard East to Commissioners Avenue, where it will intersect with planned bike lanes on Commissioners, which in turn will connect with existing Cycling Infrastructure at Leslie Street to the east, and Cherry Street to the west - both of which connect to park and cycling infrastructure on the Lake Ontario waterfront.

Logan Avenue is an ideal route as it currently has cycling infrastructure on it from Cosburn Avenue in the north (which is itself an existing east-west cycling network grid line) south to Lake Shore Boulevard East where it connects to the Lake Shore Boulevard East Trail grid line and crosses three others on the way: the Danforth Avenue bike lanes, the Dundas Street East bike lanes, and the Eastern Avenue bike lanes.

Logan Avenue - while not a complete cycling grid line at present - has much existing cycling infrastructure on it - ranging from:

- A signed bicycle route designation north of Danforth Avenue;
- Painted informal painted bike lanes and a calmed Wooneef style street treatment, inclusively creating a safe northbound cycling route between Danforth Avenue and Gerrard Street East;
- South of Gerrard Street East, on-street painted bike lanes south to Dundas Street East (with existing, partially separated bike lanes ); to,
- At the southern end of Logan Avenue below Eastern Avenue, a northbound contraflow bike lane which starts 200 metres north of Lake Shore Boulevard East (and the existing MUP, Lake Shore Boulevard East Trail).

Booth Avenue on the other hand, is a much shorter street with no cycling infrastructure on it which ends short of existing infrastructure on Dundas Street East and also does not connect to existing cycling infrastructure on Eastern Avenue (which ends at Logan Avenue, one block east of Booth Avenue).

Thank you for your attention in this matter,  
Michael Holloway  
Chair, Ward 14 Bikes