

Port Lands Flood Protection - Lake Shore Boulevard East Trail and Lower Don Trail Construction Closures and Detour Routes

Date: June 18, 2021

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: 10, 14

SUMMARY

As part of the Port Lands Flood Protection Project and Enabling Infrastructure Project (PLFP), and the Lake Shore Boulevard East, Bridge and Public Realm (LSBE) Projects, Waterfront Toronto is planning the following construction projects.

- Removal of the Gardiner East access ramps at Logan Avenue;
- Reconstruction of the Lower Don River Bridge;
- Temporary closure of Don Roadway, from Lake Shore Boulevard East and Villiers Street;
- Reconfiguration of Lake Shore Boulevard East, from Don Roadway and Carlaw Avenue; and
- Construction of the Sediment and Debris Management Area (SDMA) adjacent to the Lower Don Trail.

Construction staging operations for the above work will require the closure of the multi-use trail on the north boulevard of Lake Shore Boulevard East between Don Roadway and Carlaw Avenue, from September 1, 2021 to December 31, 2024. The removal of the Lake Shore Don River Bridge and closure of Don Roadway will effectively close the Lake Shore Boulevard East Trail at Don Roadway, resulting in a "dead-end" for trail users. In addition, the proposed construction staging areas will require the closure of the south sidewalk on Lake Shore Boulevard East, from Don Roadway to Logan Avenue

Additionally, the Lower Don Trail will be closed south of Corktown Common in order to facilitate the construction of the SDMA, from November 1, 2021 to December 31, 2023. People cycling will be detoured onto a new cycle track on Mill Street, which will connect to the proposed cycling detour route at Cherry Street.

In order to safely detour people cycling around the construction staging areas, new cycling infrastructure detours are recommended. Transportation Services is requesting authorization to install temporary cycling infrastructure on the below listed roadways, for

a period of up to 40 months (i.e. September 1, 2021 to December 31, 2024), to provide a detour route for people cycling during the planned PLFP Projects:

- Cherry Street (bicycle lanes / cycle tracks, Ward 10)
- Villiers Street (cycle tracks, Ward 14)
- Saulter Street South (cycle tracks, Ward 14)
- Commissioners Street (cycle tracks, Ward 14)

Pedestrian movements will be detoured onto existing sidewalks on the above roadways and in some cases, new sidewalks or multi-use trails will be constructed to improve pedestrian connectivity.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize the installation of temporary bicycle lanes on Cherry Street, between Mill Street and a point 134.5 south on the easterly northbound lanes and westerly southbound lanes, in effect at all times, from September 1, 2021 to December 31, 2024.

2. City Council authorize the installation of temporary cycle tracks on the following sections of roadway, as described in Attachment 3 - Designated Cycle Tracks, from September 1, 2021 to December 31, 2024:

- a. Cherry Street (from a point 134.5 metres south of Mill Street and Lake Shore Boulevard East metres north).
- b. Villiers Street (from Cherry Street to Saulter Street South).
- c. Saulter Street South (from Villiers Street to Commissioners Street).
- d. Commissioners Street (from Saulter Street South to Carlaw Avenue).

3. City Council authorize the amendments to traffic and parking regulations associated with Recommendations 1 and 2 as described in Attachment 4 - Amendments to Traffic and Parking Regulations, from September 1, 2021 to December 31, 2024.

4. City Council authorize the installation of temporary traffic control signals at the intersection of Commissioners Street and Cherry Street, from September 1, 2021 to December 31, 2024.

5. City Council direct that Cherry Street, Villiers Street, Saulter Street South, and Commissioners Street be returned to pre-construction traffic and parking regulations when the project is completed.

FINANCIAL IMPACT

The cost of the installation and repair of the pedestrian and cycling infrastructure improvements, traffic signage modifications, installation of traffic control set-up and installation of the temporary traffic control signals will be funded by Waterfront Toronto

for the period that the detour is required, up to 40 months (i.e. September 1, 2021 to December 31, 2024).

Approximately \$36,000 required for operational maintenance on the cycle tracks will be accommodated on a one-time basis within the 2021 Operating Budget for Transportation Services for street sweeping and winter maintenance. Funding required for ongoing annual maintenance costs will be included for consideration as part of the 2022 Operating Budget for Transportation Services.

DECISION HISTORY

City Council, at its meeting on December 16, 17 and 18, 2020, authorized the General Manager, Transportation Services to execute a Project Delivery Agreement with Waterfront Toronto, on terms and conditions satisfactory to the General Manager, Transportation Services, and in a form satisfactory to the City Solicitor, for the reconstruction of Lake Shore Boulevard East between the Don River and Carlaw Avenue, including the Lake Shore Boulevard bridge and all required active transportation and public realm components. City Council directed City staff to continue working in consultation with Waterfront Toronto and the staff of the local Councillors' offices to coordinate and implement a public outreach and information program related to traffic mitigation for the duration of the project.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE18.3>

City Council, at its meeting on November 26 and 27, 2019 adopted Item TE10.29 "Construction Staging - Port Land Flood Protection and Enabling Infrastructure Project" authorized a temporary full closure of Commissioners Street, between Cherry Street and a point 120 metres of Don Roadway; and Don Roadway, between Villiers Street and Commissioners Street to accommodate construction staging.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE10.29>

City Council, at its meeting on December 5, 6, 7 and 8, 2017 adopted as amended Item PG24.6 "Port Lands Planning Initiatives – Final Report" to guide the revitalization of the Port Lands.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PG24.6>

City Council, at its meeting on November 8 and 9, 2016 adopted Item 2016 EX18.3 "Port Lands Flood Protection Due Diligence Review and Next Steps" authorizing the start of Essroc Quay Lake Filling and Naturalization capital project to be created with the Waterfront Revitalization Initiative Capital Program.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX18.3>

COMMENTS

Project Background

As part of the Port Lands Flood Protection Project (PLFP), Waterfront Toronto is implementing the recommendations of the approved Don Mouth Naturalization and Port Lands Flood Protection Environmental Assessment. The primary objective of this program is the provision of flood protection to the southeastern downtown area. A key component of this program is the widening of the mouth of the Don River which requires lengthening of the Lake Shore Boulevard East/Don River Bridge.

The Gardiner East Environmental Assessment (Gardiner EEA) completed by the City of Toronto and approved by the Ministry of Environment and Climate Change includes a reconfiguration of the Gardiner Expressway and Lake Shore Boulevard East in the area of the Don River.

In consideration of the significant synergies to be gained, City Council, at its meeting on December 16, 17 and 18, 2020 approved Waterfront Toronto to implement portions of the Gardiner EEA related to the Lake Shore Boulevard East/Don River Bridge in conjunction with their ongoing work in the PLFP. The combined scope includes closure and removal of the Gardiner East to Logan Avenue ramps, full reconstruction of the Lake Shore Don River Bridge and the reconstruction of Lake Shore Boulevard East, including full Public Realm, from the Don River to Carlaw Avenue.

Existing Conditions

Cherry Street is a minor arterial roadway and consists of a two-lane (one northbound and one southbound) cross-section. Sidewalks and bicycle lanes are present on both sides of the roadway. Stopping is prohibited at all times on both sides of the street.

Villiers Street is a collector roadway and consists of two parallel branches between Cherry Street and Don Roadway and is separated by a grass median. Each branch acts as an independent one-way roadway with parking on both sides of the street. Sidewalks are present on both sides of the roadway. The street also has fourteen designated motor coach parking spaces located on the north side of the north branch.

Saulter Street South is a local roadway and consists of a two-lane (one eastbound and one westbound) cross-section. A sidewalk is present on the west side of the roadway. Parking is prohibited at all times on both sides of Saulter Street South. There is no Toronto Transit Commission (TTC) service on Saulter Street South.

Commissioners Street is a collector roadway and consists of a four-lane (two eastbound and two westbound) cross-section with parking allowed on both sides of the street for a maximum period of three hours. Currently, sidewalks are located on the north side of Commissioners Street, between Logan Avenue and Carlaw Avenue. On the south side, sidewalks are present between Saulter Street South and Logan Avenue.

TTC service on Cherry Street, Villiers Street and Commissioners Street is provided by the "172 Cherry Street" bus.

Lake Shore Boulevard East Trail Construction Closure

The Lake Shore Boulevard East Reconfiguration Project will consist of the following construction activities:

- Removing the Gardiner East ramps at Logan Avenue;
- Reconstructing Lake Shore Boulevard East, from Don Roadway to Carlaw Avenue; and
- Widening and lengthening Lake Shore Don River Bridge to permit a new eastbound left-turn lane onto the Don Valley Parkway as well as pedestrian and cycling facilities on the bridge.

The project will be undertaken in several phases and will require the closure of the multi-use trail on the north side of Lake Shore Boulevard East, the existing boulevard space, and alternating closures of the eastbound and westbound traffic lanes on Lake Shore Boulevard East, between Don Roadway and Carlaw Avenue. With the construction staging areas in place, one westbound traffic lane and two eastbound traffic lanes will be maintained throughout the project.

In addition to the construction staging requirements, the removal of the Lake Shore Don River Bridge and a planned closure of Don Roadway, including the segment of multi-use trail on the east boulevard of Don Roadway, from Lake Shore Boulevard East to Villiers Street will effectively close the Lake Shore Boulevard East Trail at Don Roadway, resulting in a "dead-end" for trail users.

The Lake Shore Boulevard Trail, between Don Roadway and Carlaw Avenue will be closed from September 1, 2021 to December 31, 2024, as shown in Attachment 1: Proposed Cycling Detour Route - Phase 1.

On the south side of Lake Shore Boulevard East, the sidewalk will be maintained between Logan Avenue and Carlaw Avenue, in order to provide access to the numerous facilities along Logan Avenue.

Lower Don Trail Construction Closure

Construction of the SDMA will consist of the following activities:

- Construction of new dock walls along the west side of the Don River;
- Reinforcement of the existing docks walls;
- Installation of underground utilities;
- Dredging and west excavation; and
- Construction of the new Lower Don Trail.

In order to facilitate the construction activities, mobile cranes, drilling equipment and other machinery will be set-up on the west side of the Don River. Due to insufficient space around the Lower Don Trail, the aforementioned machinery will either be in close proximity or set-up directly on the Lower Don Trail. During construction, the Lower Don

Trail will be utilized to accommodate a high frequency of heavy vehicles and machinery. In addition, multiple construction staging areas will be set-up on the lands to the west of the trail, in order to facilitate delivery of materials and storage of equipment, construction of the dock wall, stockpile area for dredging operations and to accommodate the site office and worker facilities. For this reason, it is not feasible to maintain a pathway for people walking and cycling.

South of Corktown Common, the Lower Don Trail will be closed from November 1, 2021 to December 31, 2023, as shown in Attachment 2: Proposed Cycling Detour Route - Phase 2.

It should be noted that Metrolinx is planning to construct the Ontario Line Bridge to the north of this area, which may further impact the Lower Don Trail, resulting in an extended closure. At the time of this report, the construction timelines and methodology for the Ontario Line project is not available. Should the proposed cycling detour route be required beyond December 31, 2024, a staff report will be submitted to extend the detour route.

Proposed Cycling Detour Route

Ward	Street Name	From	To	Bikeway Type	Metres
10	Cherry Street	Mill Street	A point 134.5 metres south	Bicycle Lanes	134.5 m
10	Cherry Street	A point 134.5 metres south	Lake Shore Boulevard East	Cycle Tracks	63 m
14	Villiers Street	Cherry Street	Saulter Street South	Cycle Tracks	935 m
14	Saulter Street South	Villiers Street	Commissioners Street	Cycle Tracks	181 m
14	Commissioners Street	Saulter Street South	Carlaw Avenue	Cycle Tracks	625 m

The following is a list of the proposed changes along the corridors.

- Cherry Street: The bike lanes through the underpass will be changed to cycle tracks. The existing northbound and southbound traffic lanes will be maintained.
- Villiers Street: Installation of a cycle track on the north side of the north branch, with a single westbound traffic lane. The existing motor coach parking spaces will be maintained. On the south branch, a cycle track will be installed on the south side, with a parking lane and a single eastbound traffic lane.

- Saulter Street South: Installation of a bi-directional cycle track on the west side of the roadway and a parking lane on the east side. A single northbound and southbound traffic lane will be maintained.
- Commissioners Street: Installation of cycle tracks on both sides of the roadway, with a single eastbound and westbound traffic lane.

As part of the cycling detour plan, the following improvements are proposed:

- Intersection safety improvements: installation of a temporary traffic control signage at the intersection of Commissioners Street and Saulter Street South.
- New multi-use trail: A 3.6 metre wide multi-use trail will be constructed on the east boulevard of Carlaw Avenue, between Lake Shore Boulevard East and Commissioners Street.
- Installation of 2.0 metre walkway on the south side of Commissioners Street, between Saulter Street South and Carlaw Avenue to improve pedestrian connectivity.
- Wayfinding and detour signage will be strategically installed along the cycling detour route to inform trail users of the available and closed routes.
- Installation of concrete jersey barriers to separate the cycle tracks from vehicular traffic lanes on Villiers Street, Saulter Street South, and Commissioners Street

Pedestrian movements will be detoured onto existing sidewalks on the above roadways and in some cases, new sidewalks or multi-use trails will be constructed to improve pedestrian connectivity.

All existing stops for the TTC 171 Bus will be maintained along the cycling detour route. While there are varying impacts to traffic operations for motor vehicles, these impacts have been reviewed, analyzed and have been determined by Transportation Services to be acceptable in order to improve safety and comfort of all road users. City services such as fire, emergency medical services, and solid waste pick-up would be maintained. Where cycle tracks are present, additional winter maintenance service would occur for this infrastructure.

In order to improve the quality of the cycling detour, Waterfront Toronto and Transportation Services are undertaking further review of the feasibility of installing a temporary protected bi-directional cycle track on Cherry Street, between Lake Shore Boulevard East and Mill Street. If this change is recommended, a staff report will be submitted to Toronto & East York Community Council in Q4 2021.

While the cycling detour is proposed as a temporary initiative, in some cases it may be beneficial for the improvements to be maintained on a permanent basis. Consideration of maintaining the improvements on a permanent basis will be reviewed and brought forward for Council approval in the future, where feasible and appropriate. The respective Ward Councillors have been advised of the recommendations in this report.

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SIGNATURE

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ATTACHMENTS

Attachment 1: Proposed Cycling Detour Route - Phase 1
Attachment 2: Proposed Cycling Detour Route - Phase 2
Attachment 3: Designated Cycle Tracks
Attachment 4: Amendments to Traffic and Parking Regulations