

Port Lands Flood Protection - Interim Road Opening (Cycling Infrastructure)

Date: June 23, 2022

To: Infrastructure and Environment Committee

From: General Manager, Transportation Services

Wards: Ward 14, Toronto-Danforth

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:

- Remove a portion of the existing alignment of Cherry Street between Commissioners Street and a point 216 metres south and construct a new segment of Cherry Street to the west of the current Cherry Street, in order to facilitate construction of the new river mouth; and
- Extend Commissioners Street approximately 100 metres west to connect with the new Cherry Street alignment.

Vehicular traffic, pedestrians and cyclists on the current Cherry Street alignment will be shifted to the new alignment. The vehicular traffic lanes, trails and cycle tracks will be constructed to base asphalt condition. During the initial opening of new Cherry Street and the Commissioners Street extension, the lands to the east of the travelled lanes, trails and sidewalks on new Cherry Street and the lands to the south of the travelled lanes, trails and sidewalks on Commissioners Street will still be under construction, as shown in Attachment 1. The sections of land under construction will accommodate a future Light Rail Transit alignment. Therefore, this phase is considered the interim opening. During this interim period, most of the lands being opened as public highway will be leased from The Toronto Economic Development Corporation (TEDCO), with use of a small triangular portion of the new Cherry Street bridge to be secured from PortsToronto by way of easement.

Authorization is being requested to designate the lands which contain the travelled lanes, trails and sidewalks as public highways and to implement traffic and parking by-laws for the interim road opening, to take effect in respect of each parcel of land after the new Cherry Street and Commissioners Street extension has been constructed by Waterfront Toronto to its interim condition to the satisfaction of the City and accepted and commissioned by the City and after a property right allowing its use as a public highway is granted to the City by the landowner. The City is accepting the road on an

interim basis. Waterfront Toronto is required to complete the above mentioned construction activities prior to final acceptance.

This report only deals with the proposed cycling infrastructure on the new Cherry Street alignment, Commissioners Street extension and current Cherry Street. Matters related to the interim roadway opening, permanent road closure, and other traffic regulation amendments is dealt through a companion report "Port Lands Flood Protection - New Cherry Street and Commissioners Street Interim Road Opening" through Toronto and East York Community Council .

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council authorize a northerly westbound cycle track on Commissioners Street, from Cherry Street (west intersection) and a point 30 metres east of Cherry Street (east intersection).
2. City Council authorize a southerly eastbound cycle track on Commissioners Street, from Cherry Street (west intersection) and a point 30 metres east of Cherry Street (east intersection).
3. City Council authorize a temporary westerly northbound and southbound cycling lane on Cherry Street, between a point 23 metres south of Polson Street and a point 104 metres further south, from August 8 to December 31, 2022.
4. City Council authorize the appropriate City officials to submit directly to Council at the appropriate time any necessary bills to amend the appropriate City of Toronto Municipal Code Chapters, and any Schedules to the Chapters, to reinstate the traffic and parking regulations to what they were immediately prior to the by-law amendments made in connection with the report (June 23, 2022) from the General Manager, Transportation Services.
5. City Council authorize the City Solicitor to amend City of Toronto Municipal Code Chapter 886, Footpaths, Pedestrian Ways, Bicycle Paths, Bicycle Lanes and Cycle Tracks, to introduce the necessary bills to give effect to City Council's decision and City Council authorize the City Solicitor to make any necessary clarifications, refinements, minor modifications, technical amendments, or by-law amendments as may be identified by the City Solicitor or General Manager, Transportation Services, in order to give effect to Recommendations 1 to 4, inclusive, above.

FINANCIAL IMPACT

Transportation Services will be responsible for funding maintenance and operational activities for the cycling infrastructure within the Interim as negotiated with Waterfront Toronto.

The Chief Financial Officer and Treasurer has reviewed this report and agreed with the financial impact information.

DECISION HISTORY

City Council, at its meeting on February 2, 2022 adopted Item TE32.50 "Construction Staging Area - Time Extension - Port Lands Flood Protection - Cherry Street Temporary Diversion Road " to extend the closure of the two southbound lanes on Cherry Street, between a point 55 metres south of Commissioners Street and a point 393.5 metres further south, until July 31, 2022.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE32.50>

City Council, at its meeting on February 2, 2022 adopted Item TE30. 18 "Port Lands Flood Protection - Cherry Street Temporary Diversion Road Time Extension" to extend the closure of the two southbound lanes on Cherry Street, between a point 55 metres south of Commissioners Street and a point 393.5 metres further south, until May 31, 2022.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.TE30.18>

City Council, at its meeting on May 28, 2020 adopted Item CC21.16 "Port Lands Flood Protection - Cherry Street Temporary Diversion Road and Traffic Control Signals" authorizing a temporary closure of the two southbound lanes on Cherry Street, between a point 55 metres south of Commissioners Street and a point 393.5 metres further south, to accommodate a construction staging area, from June 29, 2020 to February 28, 2022.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.CC21.16>

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" authorizing 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.

COMMENTS

Project Background

The Port Lands Flood Protection Project, led by Waterfront Toronto, will provide flood protection to the level of a regulatory storm event (the equivalent of Hurricane Hazel) for the Port Lands and South of Eastern Avenue areas. As part of the project, Cherry Street will be re-aligned west of its current location from Lake Shore Boulevard East to Polson Street. The re-aligned Cherry Street will be the main north-south access route for the western portion of the Port Lands.

Waterfront Toronto has retained Ellis Don to provide construction management services for the Port Lands Flood Protection Project including the construction of the new Cherry Street alignment. This work, which will involve raising the grade of the roadway by more than two metres, has required extensive ground improvements. The final configuration of Cherry Street will include two-way, single lane traffic, pedestrian and cycling infrastructure, public realm improvements.

Interim Road Opening

In order to facilitate construction of the new river mouth, a portion of the existing alignment of Cherry Street between Commissioners Street and Polson Street will be removed. Commissioners Street will be extended approximately 100 metres west of current Cherry Street, also known as the Commissioners Street Extension, and will connect to the new Cherry Street alignment. The new Cherry Street alignment is located west of the current Cherry Street, between Polson Street and Commissioners Street extension, as shown on Attachment 1.

The lands on the east side of new Cherry Street and the south side of the Commissioners Street extension, which will eventually become part of the public highways, will be under construction to prepare the lands for a future Light Rail Transit alignment.

Additionally, authorization is being requested to designate the lands which contain the travelled lanes, trails, cycle tracks and sidewalks as public highways and to implement traffic and parking by-laws for the interim road opening, to take effect in respect of each parcel of land after the new Cherry Street and Commissioners Street extension has been constructed by Waterfront Toronto to its interim condition to the satisfaction of the City and accepted and commissioned by the City and after a property right allowing its use as a public highway is granted to the City by the landowner. The City is accepting the road on an interim basis. Waterfront Toronto is required to complete the above mentioned construction activities prior to final acceptance.

Matters related to the interim roadway opening, permanent road closure and traffic and parking amendments is dealt through a companion report "Port Lands Flood Protection -

New Cherry Street and Commissioners Street Interim Road Opening" requiring Toronto and East York Community Council approval.

Cycling Infrastructure

The new Cherry Street alignment, between Commissioners Street and Polson Street, will feature one northbound and one southbound vehicular traffic lane. A 4.0 metre bi-directional cycle track and a 3.0 metre sidewalk will be located on the west side of the subject section of new Cherry Street. The Commissioners Street extension will feature one westbound and one eastbound vehicular traffic lane. A 3.0 metre sidewalk and a 2.0 metre westbound cycle track will be located on the north side of the roadway with a 2.0 metre eastbound cycle track on the south side. The new cycling infrastructure on Commissioners Street will connect people cycling from the existing Martin Goodman Trail on the west side of current Cherry Street to the new cycle tracks on the west side of new Cherry Street.

The intersection of new Cherry Street and Commissioners Street is controlled by traffic control signals with dedicated cycle crossings, as shown Attachment 1. Additionally, the proposed traffic by-law amendments will take effect once the lands from TEDCO have been dedicated.

Transportation Services will be responsible for funding maintenance and operational activities for the cycling infrastructure within the Interim Roadways as negotiated with Waterfront Toronto.

It should be noted that the Ship Channel Bridge on Cherry Street is currently under rehabilitation by PortsToronto. In order to facilitate construction activities, a construction staging area has been set-up on the southbound travel lane. As a result of the lane reduction, temporary traffic control signals are present at each end of the set-up to alternate two-way traffic flow. Additionally, Waterfront Toronto requires a temporary closure of the Martin Goodman Trail on the east side of existing Cherry Street, from Polson Street and a point 81 metres further south, to facilitate excavation for clean cap and construction of road base and paving. With the trail closure in place, people cycling will be detoured onto a temporary 3.0 metre wide bi-directional cycling lane on west side of current Cherry Street, between a point 23 metres south of Polson Street and a point 104 metres further south and pedestrians will be redirected onto the existing sidewalk on the west side of the roadway.

The Ward Councillor has been advised of the recommendations of this report.

CONTACT

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SIGNATURE

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ATTACHMENTS

Attachment 1: Interim Road Opening