

Traffic Control Signals - Lake Shore Boulevard East and Booth Avenue

Date: September 9, 2024

To: Toronto and East York Community Council

From: Director, Planning, Design and Management, Transportation Services
Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto-Danforth

SUMMARY

This staff report is about a matter that Community Council has delegated authority from City Council to make a final decision.

Transportation Services is requesting approval to install traffic control signals at the intersection of Lake Shore Boulevard East and Booth Avenue. Traffic control signals will provide enhanced safety for all road users and are justified based on the future redevelopment of the area.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services and the Director, Planning, Design and Management, Transportation Services, recommend that:

1. Toronto and East York Community Council authorize the installation of traffic control signals at the intersection of Lake Shore Boulevard East and Booth Avenue.
2. Subject to approval of Recommendation 1 above, Toronto and East York Community Council rescind the existing prohibition of eastbound and southbound left turns in effect at all times at the intersection of Lake Shore Boulevard East and Booth Avenue, in conjunction with the installation of traffic control signals at the intersection of Lake Shore Boulevard East and Booth Avenue.

FINANCIAL IMPACT

There are no additional financial implications associated with the adoption of this report. The cost for installing traffic control signals at the intersection of Lake Shore Boulevard East and Booth Avenue was included in the overall construction cost for the reconstruction of Lake Shore Boulevard East, between the Don River and Carlaw Avenue, approved by City Council on December 16, 2020.

Funds for the signal and overall construction project are available in the approved Transportation Services Capital budget (CTP 122- 08 FG Gardiner Rehabilitation).

DECISION HISTORY

At its meeting on December 16, 2020 City Council authorized the General Manager, Transportation Services to execute a project delivery agreement with Waterfront Toronto 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.

[Agenda Item History - 2020.IE18.3 \(toronto.ca\)](#)

At its meeting on June 29, 2020 City Council authorized the Deputy City Manager, Infrastructure and Development Services to enter into a project delivery agreement with Waterfront Toronto for the design of Lake Shore Boulevard East, Don River to Logan Avenue. Under this agreement, Waterfront Toronto would undertake detailed design work and prepare a Class B cost estimate and traffic impact assessment for a new Lake Shore Boulevard Bridge over the Don River, as well as a reconstructed Lake Shore Boulevard East from approximately Don Roadway to Logan Avenue.

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.IE13.3>

At its meeting on June 26, 2018 City Council adopted PG30.5 Unilever Precinct Planning Study Secondary Plan and Planning Framework, and East Harbour Official Plan and Zoning By-law Amendment Applications - Final Report. The East Harbour Development Application identified the need for a signalized intersection at the Booth Avenue and Lake Shore Boulevard East intersection.

<https://secure.toronto.ca/council/agenda-item.do?item=2018.PG30.5>

COMMENTS

The installation of traffic control signals at the intersection of Lake Shore Boulevard East and Booth Avenue is a requirement that was identified in the East Harbour Development Application approved by City Council in 2018. The signalized intersection will also support a safe active transportation crossing across Lake Shore Boulevard East.

Existing Conditions

Lake Shore Boulevard East is characterized by the following conditions:

- It is a six-lane, east-west, major arterial roadway
- It operates two-way traffic on a pavement width of approximately 30 metres, including a raised centre median
- The daily two-way traffic volume is approximately 60,000 vehicles
- The speed limit is 60 km/h
- Heavy trucks are permitted at all times
- There is no Toronto Transit Commission (TTC) service provided
- There is a sidewalk located on the south side of the street
- There is a multi-use trail on the north side of the street
- There is an at-grade rail spur directly north of the multi-use trail. This rail spur operation was suspended in 2018
- There is a recreational trail on the south side along the edge of McCleary Park, between Bouchette Street and Logan Avenue

Booth Avenue is characterized by the following conditions:

- It is a two-lane, north-south, local roadway
- It operates two-way traffic on a pavement width of approximately 9.8 metres
- The daily traffic volume is approximately 3,500 vehicles
- The speed limit is 30 km/h
- Heavy trucks are permitted at all times
- There is no TTC service provided
- There are sidewalks located on both sides of the street

Lake Shore Boulevard East and Booth Avenue form a slightly skewed "T" type intersection. Booth Avenue is stop controlled while Lake Shore Boulevard East is free-flow. The raised centre median prevents southbound and eastbound left turn movements.

The adjacent land use in this area is mainly industrial and commercial, with some residential uses north of Eastern Avenue. McCleary Park is directly adjacent to the intersection of Lake Shore Boulevard East and Booth Avenue. Mayfair Clubs, which is a private recreational centre, is one block to the east fronting Lake Shore Boulevard East.

The closest adjacent traffic controls are located approximately 315 metres to the east at Carlaw Avenue in the form of traffic control signals and approximately 570 metres to the west at Don Roadway in the form of traffic controls signals.

A map of the area is included in Attachment 1.

Traffic Control Signals

The 2017 Unilever Precinct Planning Study, in conjunction with the East Harbour Master Plan and the East Harbour Application Review - Update, established a street network and hierarchy for the area that relied on increased access points from Lake Shore Boulevard East, for all transportation modes.

The proposed network envisions the intersection of Lake Shore Boulevard East and Booth Avenue as a key point of access to the Unilever Precinct, along with the intersection of Lake Shore Boulevard East and Broadview Avenue. Together, these connections will distribute the precinct's vehicular traffic to and from the various points of access to the underground parking and loading systems within each development block.

The intersection of Lake Shore Boulevard East and Booth Avenue will be converted to permit all movements, including dedicated left turn lanes for the southbound and eastbound approaches. Traffic signals are required to make left and right turns possible at the intersection and generally support the forecasted traffic volumes. Approximately 630 vehicles per hour are expected to turn in and out of Booth Avenue from Lake Shore Boulevard East during the p.m. peak hours. As part of the signalization, the centre median on Lake Shore Boulevard East will be modified to permit eastbound and southbound left turn movements to and from Booth Avenue, respectively.

The proposed signalized intersection of Lake Shore Boulevard East and Booth Avenue is expected to relieve adjacent intersections of traffic volume. With the potential addition of 50,000 employees to the East Harbour site, the spreading of vehicular traffic and in particular, turning movements, is beneficial for the overall road network.

Furthermore, the signals will provide a protected crossing for pedestrians and cyclists to cross Lake Shore Boulevard East and connect the existing multi-use trail on the north side of Lake Shore Boulevard East to the new multi-use trail being built on the south side of Lake Shore Boulevard East, as well as to McCleary Park and other destinations to the south. Approximately 40 pedestrians per hour are forecasted to cross Lake Shore Boulevard East during the p.m. peak hours. The closest existing crossing is approximately 315 metres to the east at Carlaw Avenue and Lake Shore Boulevard East.

It should be noted that the redevelopment of the lands south of Lake Shore Boulevard East is anticipated in the coming years. As the redevelopment plans advance, the location of signalized intersections along Lake Shore Boulevard East might be reevaluated to facilitate better north-south connectivity between the Port Lands and the broader City and in accordance with the Port Lands and South of Eastern Transportation Master Plan.

Staff recommend the installation of traffic control signals at signalized intersection of Lake Shore Boulevard East and Booth Avenue, based on the need to facilitate a safe active transportation crossing across Lake Shore Boulevard East between the Don Roadway and Carlaw Avenue. The signal was also initially identified as part of the 2018 Council approvals of the original East Harbour development application.

A signal warrant analysis cannot be completed in the intersection of Lakeshore Boulevard East and Booth Avenue. Signal warrant analysis assesses conflicting movements, such as permissive left turns, pedestrian crossings and collision data. This information is not available, as the intersection is currently operating as right-in, right-out and does not have full intersection movements and pedestrian crossings.

Other Considerations

It should be noted that due to the installation of the proposed signal at intersection of Lake Shore Boulevard East and Booth Avenue, there may be an increase in delays to motorists on Lake Shore Boulevard East.

The Ward Councillor has been advised of the recommendation in this report.

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SIGNATURE



for
Jacquelyn Hayward,
Director, Planning, Design and Management, Transportation Services



for
Roger Browne, M.A.Sc., P. Eng.
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ATTACHMENTS

Attachment 1: Map - Traffic Control Signals - Lake Shore Boulevard East and Booth Avenue

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