

Lake Shore Boulevard East – Mid-Block Pedestrian and Cyclist Traffic Control Signal and Public Realm Improvements

Date: March 13, 2026

To: Toronto and East York Community Council

From: Deputy General Manager, Transportation Services

Wards: Ward 10, Spadina-Fort York, 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 providing an update on plans to construct a multi-use trail connection along Lake Shore Boulevard East to close a gap in the Lake Shore Boulevard East Trail between Cherry Street and the Don River bridge, and seeking authority to install a necessary pedestrian and cyclist traffic control signal on Lake Shore Boulevard East.

This report also responds to City Council's request on November 12 and 13, 2025 for a report on public realm improvement plans along Lake Shore Boulevard East, between Carlaw Avenue and Leslie Street.

RECOMMENDATIONS

The Deputy General Manager, Transportation Services recommends that:

1. Toronto and East York Community Council authorize the installation of a mid-block pedestrian and cyclist traffic control signal on Lake Shore Boulevard East, at a point 180 metres east of Cherry Street (formerly the south intersection of Lake Shore Boulevard East and Cherry Street).
2. In conjunction with the installation of a mid-block pedestrian and cyclist traffic control signal on Lake Shore Boulevard East, at a point 180 metres east of Cherry Street:
 - a. Toronto and East York Community Council prohibit northbound left turns at all times at Lake Shore Boulevard East and a point 180 metres east of Cherry Street

(formerly the south intersection of Lake Shore Boulevard East and Cherry Street).

FINANCIAL IMPACT

The estimated cost for installing a mid-block pedestrian traffic control signal on Lake Shore Boulevard East, at a point 180 metres east of Cherry Street is approximately \$200,000.00.

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

If Toronto and East York Community Council amends the recommendation in this report and authorizes the removal of the existing Variable Message Sign (VMS) on Lake Shore Boulevard East and installation of a new sign in an alternate location, the estimated cost is \$500,000. This installation would be considered in future years subject to availability of Capital funding and competing priorities.

DECISION HISTORY

In November 2025, City Council adopted item TE26.39 "Dedication of Lands as Public Highway and Traffic Amendments - Lake Shore Boulevard East", authorizing traffic by-law amendments and land dedications along Lake Shore Boulevard East, between Don Roadway and Carlaw Avenue. City Council directed staff to report to Toronto and East York Community Council on the status of implementation of public realm improvement plans along Lake Shore Boulevard East, between Carlaw Avenue and Leslie Street, including the status of the Transportation Services public messaging sign on Lake Shore Boulevard East, east of Carlaw.

<https://secure.toronto.ca/council/agenda-item.do?item=2025.TE26.39>

In July 2021, City Council adopted item IE23.13 "Port Lands Flood Protection - Lake Shore Boulevard East Trail and Lower Don Trail Construction Closures and Detour Routes", authorizing the installation of temporary bicycle lanes and cycle tracks along with associated temporary traffic signals and amendments to traffic and parking regulations as part of mitigative measures required to reduce impacts associated with the reconstruction of the Lake Shore Boulevard East bridge over the Don River and right-of-way between Don Roadway and Carlaw Avenue.

<https://secure.toronto.ca/council/agenda-item.do?item=2021.IE23.13>

In December 2020, City Council adopted item IE18.3 "Authority to Enter Into a Project Delivery Agreement with Waterfront Toronto for the Construction of Lake Shore Boulevard East, Don River to Carlaw Avenue", authorizing 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.

<https://secure.toronto.ca/council/agenda-item.do?item=2020.IE18.3>

In June 2020 City Council adopted item IE13.3 "Authority to Enter Into a Project Delivery Agreement with Waterfront Toronto for the Design of Lake Shore Boulevard East, Don River to Logan", authorizing 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>

COMMENTS

Lake Shore Boulevard East, between Cherry Street and the Don River

Existing Conditions

Lake Shore Boulevard East, between Cherry Street and the Don River, 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 12.0 metres in each direction separated by a median;
- The speed limit is 60 km/h;
- Heavy trucks are permitted;
- There is no TTC service provided; and
- There are currently no sidewalks or cycling facilities.

This segment of the Lake Shore Boulevard East Trail, formerly providing east-west pedestrian and cycling connections, as well as a connection to the north-south Lower Don Trail, was closed in 2022 and remains closed due to multiple construction projects in the vicinity of Lake Shore Boulevard East and the Union Station Rail Corridor.

The proposed location for the pedestrian and cyclist traffic control signal, at a point 180 metres east of Cherry Street, is characterized by the following conditions:

- Formerly the signalized intersection of Lake Shore Boulevard East and Cherry Street (south intersection), removed following the 2023 realignment of Cherry Street;
- Formerly the location of the Lake Shore Boulevard East Trail crossing until its closure in 2022.
- Former Cherry Street south of the bridge has been closed and the bridge removed;
- Temporary "Road Closed" signs are installed, positioned to allow access to an existing private driveway on the west side of former Cherry Street; and
- A break in the median permits northbound left-turns onto Lake Shore Boulevard East.

Temporary Multi-Use Trail and Mid-Block Pedestrian and Cyclist Traffic Control Signal

Following completion of the reconstruction of Lake Shore Boulevard East between the Don River Bridge and Carlaw Avenue, expected in 2026, there will remain a gap in the Lake Shore Boulevard East Trail between Cherry Street and the Don River Bridge. A series of multi-use trails, cycle tracks, and sidewalks along the recently reconstructed Don Roadway, Commissioners Street, and Cherry Street offer an alternate east-west connection through the area.

The remaining gap in the Lake Shore Boulevard East Trail, between Cherry Street and the Don River, will be permanently completed as part of the Gardiner Section 5 and Lake Shore Boulevard East Reconfiguration (GS5) project, expected to be completed in 2031-32.

As part of the GS5 detailed design assignment, the consultant team has prepared a design for a temporary multi-use trail following the existing alignment of Lake Shore Boulevard East, which could be implemented later in 2026. The schematic alignment of the trail is shown in Attachment 1, including a crossing of Lake Shore Boulevard East, approximately 180 metres east of Cherry Street, at the former south intersection of Lake Shore Boulevard East and Cherry Street. This crossing will mirror the former trail crossing at this location, reusing existing infrastructure where possible. This temporary trail will be maintained until the new permanent trails are completed as part of the GS5 project, integrated with potential detours of Lake Shore Boulevard East that may be needed during construction.

In order to provide a safe crossing for pedestrians and cyclists across Lake Shore Boulevard East, pedestrian traffic control signals are required. In addition, a northbound left-turn prohibition is recommended to prohibit unprotected left turns from former Cherry Street onto westbound Lake Shore Boulevard East. Impacts of this prohibition are expected to be minor, as the remaining stub of former Cherry Street only provides access to one vacant property. Right-in/right-out access from Lake Shore Boulevard East will be maintained to accommodate access to and egress from the property.

Lake Shore Boulevard East – between the Don River and Carlaw Avenue

Lake Shore Boulevard East, between the Don River Bridge and Carlaw Avenue, is in the final stages of a reconstruction project that began in 2021. This project implements recommendations of the Port Lands Flood Protection (PLFP) project, such as the lengthening of the Don River Bridge, together with those of the Gardiner Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (the Gardiner East EA), such as the removal of the Logan Avenue ramps and development and implementation of a Lake Shore Boulevard East Public Realm Plan. The Gardiner East EA and Lake Shore Boulevard East Public Realm Plan both extended between Lower Jarvis Street and approximately Logan Avenue, with the construction extended to Carlaw Avenue as a function of detailed design and constructability.

Lake Shore Boulevard East – between Carlaw Avenue and Leslie Street

In response to City Council's direction on November 12 and 13, 2025, the following provides an update on public realm conditions and future improvement opportunities along Lake Shore Boulevard East, between Carlaw Avenue and Leslie Street. This segment of Lake Shore Boulevard East was previously reconstructed as part of the reconfiguration of the east end of the Gardiner Expressway and removal of the Leslie Street ramps, completed in approximately 2002. Accordingly, this segment of Lake Shore Boulevard East was not included within the scope of the Lake Shore Boulevard East Public Realm Plan, with the Gardiner East EA recommending that "a boulevard design will be constructed for Lake Shore Boulevard. The design of the boulevard will generally mirror the design of Lake Shore Boulevard east of Carlaw Avenue."

This segment of Lake Shore Boulevard East is largely consistent with the existing conditions to the east and newly constructed conditions to the west, characterized by six lanes of traffic separated by a planted median, with a generous north boulevard incorporating the Lake Shore Boulevard East Trail, a sidewalk, plantings, and several piers retained from the former alignment of the Gardiner Expressway.

However, the segment between Carlaw Avenue and Leslie Street will be the last remaining segment of Lake Shore Boulevard East between the Don River and Ashbridges Bay Park without multi-use trails on both sides, with a trail provided only along the north side and sidewalks provided on both sides. Due to limited right-of-way space, it may not be possible to provide a multi-use trail within the south boulevard, or it may require removal of trees planted between the existing sidewalk and roadway.

In addition, the Harbour Lead Line runs within the median for approximately 500 metres east of Carlaw Avenue, whereas it has been removed from the north boulevard between the Don River Bridge and Carlaw Avenue (though the rail corridor has not been formally decommissioned and it remains physically possible to reinstate the Harbour Lead Line should industrial demand in the Port Lands grow and a strong business case be made).

As noted above, this segment of Lake Shore Boulevard East was reconstructed in 2002, and no further road work is currently programmed within the 2026-2035 Transportation Services capital plan. Opportunities for public realm improvements can be explored as part of future resurfacing (expected to be required 35-40 years after reconstruction) or as opportunities emerge to bundle with other necessary road work, such as utilities.

The Port Lands and South of Eastern Transportation and Servicing Master Plan Environmental Assessment identified the Caroline Avenue Extension, a 23-metre-wide street that would extend Caroline Avenue from Eastern Avenue to Commissioners Street, creating a new intersection at Lake Shore Boulevard East. The alignment is defined in the Central Waterfront Secondary Plan Map A – Roads Plan. The Port Lands Area Specific Policy provides guidance on the design, which is to include wide pedestrian clearways, raised separated cycle tracks, street trees, urban bioswales, and on-street parking that could accommodate production crews.

Two development projects would deliver portions of this extension. The redevelopment of 560 Commissioners Street, owned by the Toronto Port Lands Company and administered by CreateTO, would permit the construction of the Caroline Extension

from Commissioners Street to Lake Shore Boulevard East; however, redevelopment timelines are uncertain. In addition, as part of development approvals and applications in place and underway for 629, 633, and 675 Eastern Avenue, currently occupied by Revival Studios, the extension of Caroline Avenue is planned as a publicly-accessible private road through the site, meeting Lake Shore Boulevard East at a signalized intersection and providing an additional pedestrian crossing and cycling connection to the neighbourhoods north of Eastern Avenue. While private development timelines are uncertain, construction of the private road is expected to be the first phase of construction for the site while existing uses are maintained.

Variable Message Sign – East of Carlaw Avenue

Approximately 200 metres east of Carlaw Avenue, a pole-mounted variable message sign (VMS) provides clear and visible real-time traffic information for drivers travelling westbound on Lake Shore Boulevard East. This VMS was installed in 2014 as part of Transportation Services' ongoing congestion management efforts, and plays a key role in the Road Emergency Services Communications Unit (RESCU) system by providing essential information to drivers to enhance road safety and traffic flow.

The pole-mounted VMS east of Carlaw Avenue is the only permanent sign available on Lake Shore Boulevard East to provide messages to east end drivers accessing the Don Valley Parkway (DVP) via Don Roadway, the Gardiner Expressway via the Lower Jarvis Street on-ramp or the future Cherry Street on-ramp (to be built as part of GS5), or travelling westbound on Lake Shore Boulevard East. It is heavily utilized throughout the year for providing key information to approximately 17,000 daily westbound drivers regarding downstream road restrictions relating to emergency events such as collisions, severe weather and hazards, and planned events such as special events (cycling, marathons, and parades), construction, scheduled expressway maintenance closures (DVP/Gardiner Expressway), AMBER alerts, and public safety awareness messages. The VMS location is ideal for providing real-time traffic information to drivers to facilitate dynamic route diversions if needed for three key corridors in the city. Based on the above, staff do not recommend removal of the pole-mounted variable message sign east of Carlaw Avenue.

If, despite the findings above, Toronto and East York Community Council should decide to remove the subject VMS sign, it is recommended that this be paired with installation of a new VMS sign for westbound drivers elsewhere on Lake Shore Boulevard East, such as approaching Don Roadway. The estimated cost for the removal of the existing variable message sign and installation of a new sign is \$500,000. If required, these funds will be identified as part of a future budget submission subject to availability of Capital funding and competing priorities.

Alternate Recommendations

"That:

1. Toronto and East York Community Council authorize the installation of a mid-block pedestrian and cyclist traffic control signal on Lake Shore Boulevard East, at a point 180

metres east of Cherry Street (formerly the south intersection of Lake Shore Boulevard East and Cherry Street).

2. In conjunction with the installation of a mid-block pedestrian and cyclist traffic control signal on Lake Shore Boulevard East, at a point 180 metres east of Cherry Street:

a. Toronto and East York Community Council prohibit northbound left turns at all times at Lake Shore Boulevard East and a point 180 metres east of Cherry Street (formerly the south intersection of Lake Shore Boulevard East and Cherry Street).

3. Toronto and East York Community Council direct the General Manager, Transportation Services, to remove the existing westbound variable message sign on Lake Shore Boulevard East, approximately 200 metres east of Carlaw Avenue.

4. In conjunction with the removal of the existing westbound variable message sign on Lake Shore Boulevard East, approximately 200 metres east of Carlaw Avenue:

a. Toronto and East York Community Council direct the General Manager, Transportation Services, to install a new westbound variable message sign elsewhere on Lake Shore Boulevard East, east of Don Roadway."

CONTACT

Roberto Ionescu, Senior Engineer, Transportation Services
416-338-5402, Roberto.Ionescu@toronto.ca

SIGNATURE

Gregg Loane
Deputy General Manager
Transportation Services

ATTACHMENTS

Attachment 1: Pedestrian and Cycling Key Map

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