

Traffic Management in Ward 14 related to the King Street East and Church Street intersection project

Date: June 19, 2025

To: Toronto and East York Community Council

From: Director, Traffic Management, Transportation Services

Wards: Ward 14, Toronto-Danforth

SUMMARY

On April 23 and 24, 2025, City Council directed Transportation Services in consultation with the Toronto Transit Commission (TTC) to report to the Toronto and East York Community Council with information on how the TTC tracks and watermain at King Street East and Church Street degraded to the point of requiring repair and associated diversion, and the ongoing active traffic management measures for the area bounded by the Don River, Eastern Avenue, Broadview Avenue, and Gerrard Street East, including a specific update on actions taken, and additional recommendations at Broadview Avenue and Dundas Street East.

The purpose of this report is to provide an explanation as to why the work at King Street East and Church Street was scheduled for 2025, and to provide a summary of the ongoing and planned traffic management measures for the area bounded by the Don River, Eastern Avenue, Broadview Avenue and Gerrard Street East, including additional recommendations for the intersection of Broadview Avenue and Dundas Street East.

RECOMMENDATIONS

The Director, Traffic Management, Transportation Services recommends that:

1. Toronto and East York Community Council receive this report for information.

FINANCIAL IMPACT

There are no financial impacts resulting from the adoption of the recommendation in this report.

DECISION HISTORY

On April 23 and 24, 2025 City Council directed the Transportation Services among other things, to consult with the TTC, and report to Toronto and East York Community Council on how the TTC tracks and watermain at the intersection of King Street East and Church Street degraded to the point of requiring repair and an associated diversion; and the ongoing active traffic management measures for the area bounded by the Don River, Eastern Avenue, Broadview Avenue, and Gerrard Street East, including a specific update on actions taken, and additional recommendations at Broadview Avenue and Dundas Street East.

[Agenda Item History - 2025.TE20.40](#)

COMMENTS

Timing of the King Street East and Church Street construction

In 2003, the TTC completed a full renewal of the transit infrastructure at the intersection of King Street East and Church Street. The service life of this work was expected to be 17 years, with a plan for the next TTC intersection renewal to take place in 2020.

Initial planning for the 2020 King/Church intersection work revealed, however, that it could not be completed in that year as planned. For one, conflicts with several other projects were identified in proximity of the intersection, which would have created obstacles to local movement and traffic; this included nearby utility work, watermain replacement, road resurfacing, subway work and parallel work on the Gardiner. Additionally, a moratorium was in place restricting road work until 2022 for Church Street from Wellington Street to King Street. The King/Church intersection project was therefore deferred to 2023 and the TTC implemented a maintenance inspection schedule to provide regular oversight of the track in the intersection.

In 2022, work on the Ontario Line's Queen Station began which resulted in a deferral on King Street East projects and the TTC's King/Church intersection project was delayed once more. Given the necessity of the work and the severity of the infrastructure in this intersection, the TTC rescheduled a full rehabilitation of this intersection for 2025. Due to these deferrals, TTC performed two life extension overhauls in 2021 and 2024 to keep the intersection trackwork in service.

The [King/Church intersection project](#) was originally planned as track replacement work, and in 2022 watermain replacement scope was also added to the project through the City's Capital Project Coordination Process. Through careful assessment by Toronto Water, it was determined that completing the watermain work during the track replacement process would not only allow for proactive infrastructure replacement but would also minimize the risk of impact to the aging infrastructure and having to do emergency repairs/replacement in the future. The decision to include TTC and Toronto Water work at the same time protects both the lifespan of City infrastructure and the public from the disruption of emergency roadwork. Strategically coordinating these capital projects with Toronto Water and TTC projects will result in improved

infrastructure reliability, reduced conflict, and greater efficiency for the City and the TTC, while improving the experience for the public.

Active traffic management of the area bounded by the Don River, Eastern Avenue, Broadview Avenue, and Gerrard Street East

To address the request for ongoing active traffic management of the area bounded by the Don River, Eastern Avenue, Broadview Avenue, and Gerrard Street East, Transportation Services will add detection to the Broadview Avenue corridor at the intersections of Gerrard, Dundas, Queen and Eastern so that staff can start gathering and monitoring traffic data which will help to inform decisions related to Traffic Agent deployment and any necessary signal timing changes during the TTC diversion, if deemed necessary based on the data.

Recommendations for the intersection of Broadview Avenue and Dundas Street East

By way of background, the recent installation of cycle tracks on Dundas Street East resulted in the reallocation of road space. Cycle tracks were installed on the north and south sides of Dundas Street East and two-way vehicle movements were maintained with one lane per direction.

Without dedicated east-west left-turn lanes at the subject intersection, vehicular traffic may experience delays behind motorists waiting to make left-turns and transit vehicles that are stopped near-side to load/unload passengers. Additionally, eastbound left-turning vehicles queuing to go northbound on the Don Valley Parkway can also cause motor vehicle delays just west of the subject intersection. These two aspects of limited road space and queuing at the Don Valley Parkway on-ramp access are likely the key contributing factors of what is causing congestion at the subject intersection.

Furthermore, there is additional TTC bus traffic diverting on to Broadview Avenue due to the ongoing King/Church construction works, which is also impacting the flow of north-south movements at the intersection.

Transportation staff, in consultation with the TTC, have developed the following action plan to help address the east-west capacity issues at the intersection of Dundas Street East and Broadview Avenue.

Actions completed to date:

- Signal modifications were made to the intersections of Dundas Street East and River Street and Dundas Street East and Munro Street to help create gaps for drivers making left-turns to travel northbound on Don Valley Parkway. Based on the travel time data, these signal modifications did not improve eastbound/westbound traffic flow. Further studies and traffic analysis are required.
- Staff conducted field observations on May 21, 22 and 30, 2025 during the AM and PM peak periods to determine if the signal timing at the subject intersection should be adjusted to better balance delays between the north-south and east-west movements.

- The observations for the AM peak period show that the westbound movement is experiencing higher delays compared to north-south movements.
- Additional green time was added to east-west movements for the AM period to better balance delays between Dundas Street East and Broadview Avenue.
- The field observations for the PM peak period show that east-west Dundas movements are operating at acceptable levels and most of the queues are clearing in one cycle. However, there were a few cycles when eastbound congestion was observed and eastbound queue did not clear. This occurred when the streetcar was in the mix either waiting at the stop or waiting to make the left turn. Additionally, during the PM period, north-south movements on Broadview Avenue were observed to be more congested than Dundas Street East. Therefore, during PM period, any additional time for east-west movements would further increase delays for north-south traffic.

In Progress:

- Staff are investigating the feasibility of extending the eastbound PM peak period left-turn prohibition to 3:00 p.m. to 7:00 p.m. (Monday to Friday) and supplementing the eastbound left-turn regulatory signage with a LED Blank-out sign.
- Installation of detectors on Dundas Street East, between Broadview Avenue and the northbound on-ramp to Don Valley Parkway. These detectors will collect travel time data, queues and delays which will help inform us on developing measures to address the operational issues.

To be pursued if the above measures do not result in improvements to the operation of the intersection:

- Transportation Services will work with the TTC to pilot a far-side TTC stop on the east side of Broadview Avenue, north of Dundas Street East which would eliminate both the eastbound near-side stop and northbound near-side stop
- This pilot would result in the removal of a northbound lane on Broadview Avenue at Dundas Street East, and removal of parking machines spaces on the east side of Broadview Avenue, north of Dundas Street East
- Transportation would arrange for before and after queuing studies to help assess the impacts of this change on Broadview Avenue as well as measuring how effective this change is towards mitigating queues that form on Dundas Street East at the eastbound left-turn Don Valley Parkway on-ramp

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

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SIGNATURE

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