TORONTO

REPORT FOR ACTION

Redesign Study of the Intersection of Eglinton Avenue West and the Allen Road Expressway - Update

Date: October 15, 2025
To: Infrastructure and Environment Committee
From: Acting General Manager, Transportation Services
Wards: 8 - Eglinton - Lawrence, 12 - Toronto - St. Paul's

SUMMARY

On September 25, 2025, Infrastructure and Environment Committee requested that Transportation Services report to their October 29, 2025 meeting with a status update on the progress to date to conduct a study of redesign options for the intersection of Eglinton Avenue West and the Allen Road expressway. This report includes:

- Background on the redesign of the intersection completed as part of the Eglinton Crosstown construction;
- Mitigation measures that have been evaluated, and those that have been implemented since the operation of the intersection was handed back to the City of Toronto;
- A summary of the ongoing work to address infiltration on neighbourhood streets in the area; and
- A scope and status update on the intersection redesign study.

RECOMMENDATIONS

The Acting General Manager, Transportation Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

The recommendation in this report does not involve any immediate financial impact. Any potential future financial implications will be included in the future year budget submission process.

The estimated cost for the feasibility study is $400,000. Funding is available in the 2025 Capital Budget and 2026-2034 Capital Plan for Transportation Services.

DECISION HISTORY

On September 25, 2025, the Infrastructure and Environment Committee adopted 2025.IE24.14 Status Update for 2025.MM26.12 requesting Transportation Services to report to the October 29, 2025 meeting of the Infrastructure and Environment Committee with a status update on the progress of the study.
https://secure.toronto.ca/council/agenda-item.do?item=2025.IE24.14

On February 5, 2025, City Council adopted 2025.MM26.12 Study of Redesign Options to Address the High Level of Congestion and Neighbourhood Traffic at the Intersection of Eglinton Avenue West and the Allen Expressway directing Transportation Services to initiate a feasibility study for the intersection.
https://secure.toronto.ca/council/agenda-item.do?item=2025.MM26.12

On October 9 and 10, 2024, City Council adopted 2024.TE16.70 Westover Hill Road - Turn Restrictions extending the existing northbound left-turn prohibition.
https://secure.toronto.ca/council/agenda-item.do?item=2024.TE16.70

COMMENTS

Background

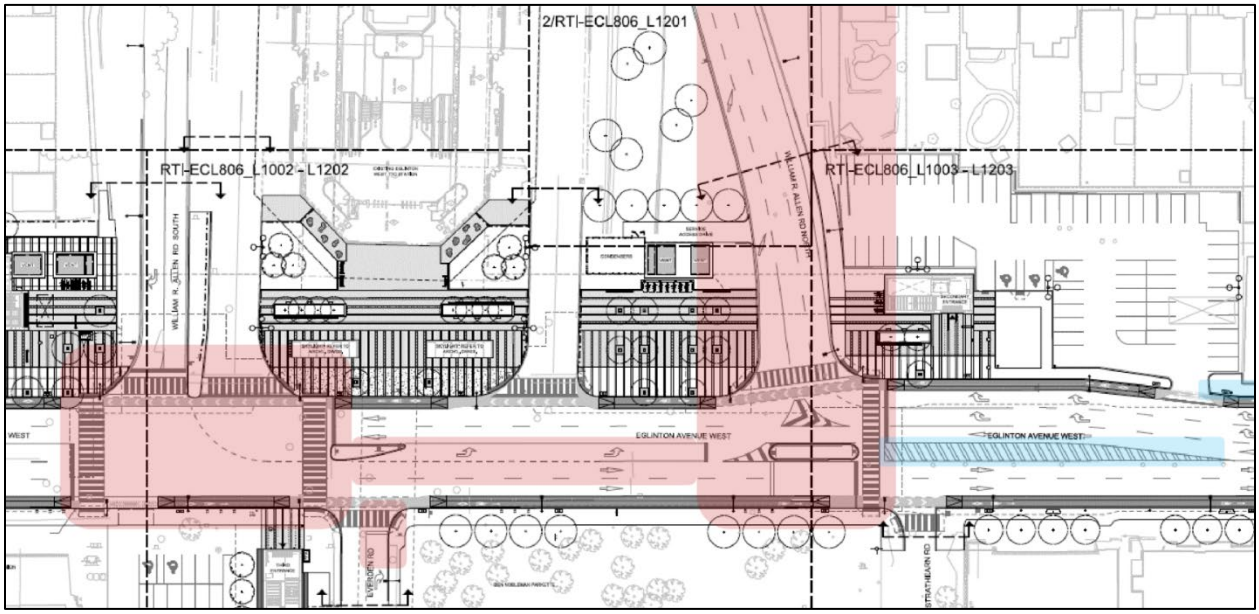
Prior to active construction of the Eglinton Crosstown Light Rail Transit (ECLRT) commencing in 2014, the intersection of Eglinton Avenue West and the northbound Allen Road expressway on-ramp consisted of two westbound right-turn lanes and one eastbound left-turn lane, which flowed simultaneously onto the northbound Allen Road expressway (Figure 1).

At the time, there was no north-south pedestrian crossing, and the signalized pedestrian crossing to access Eglinton West subway station along the north leg of the on-ramp had a short, signalized pedestrian crossing and westbound through phase, which was the only break to east and west simultaneous on-ramp traffic flow.

Figure 1: Eglinton Avenue West and Allen Road Expressway Intersection Before Crosstown Construction (2014)

As part of the ECLRT design process initially the intersection was to be rebuilt in the same configuration, with the addition of a north-south pedestrian crossing on the east leg (Figure 2). However, traffic modelling completed for this design revealed sub-optimal operations, particularly for the eastbound left-turn movements.

Figure 2: Three-Lane On-Ramp Design (simultaneous single eastbound left-turn and dual westbound right-turns)



As a result, two alternative designs were considered:

- A four-lane on-ramp design; and
- A hybrid design.

Figure 3 illustrates a concept for a four-lane on-ramp design with simultaneous double eastbound left-turn and double westbound right-turn movements. This design was not advanced beyond a conceptual level due to the extent of widening required to the on-ramp. This added significant complexities and costs beyond the project budget, including relocating the expressway lighting, removal and relocation of noise walls, extensive structural and earth-moving work to construct retaining walls, and potential impacts to properties. Furthermore, work of this scale would have also triggered an Environmental Assessment and consultation requirements that would have extended the work schedule beyond Metrolinx's construction timelines.

Figure 3: Four-Lane On-Ramp Design (simultaneous dual eastbound left-turns and dual westbound right-turns)

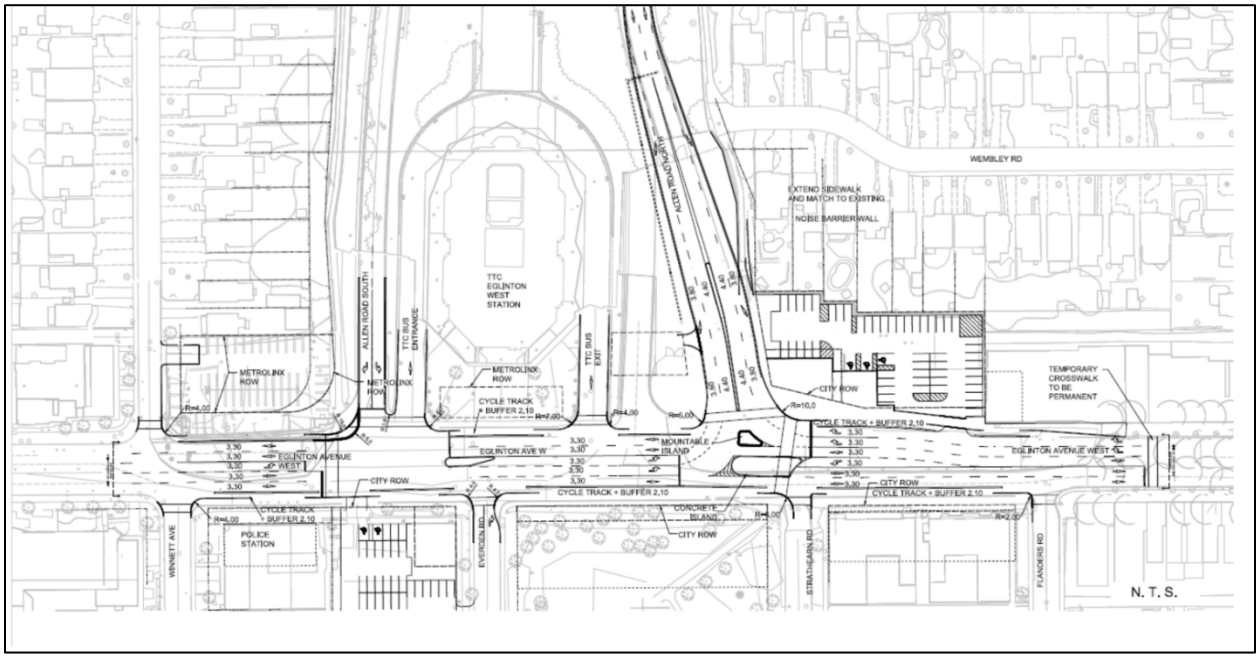
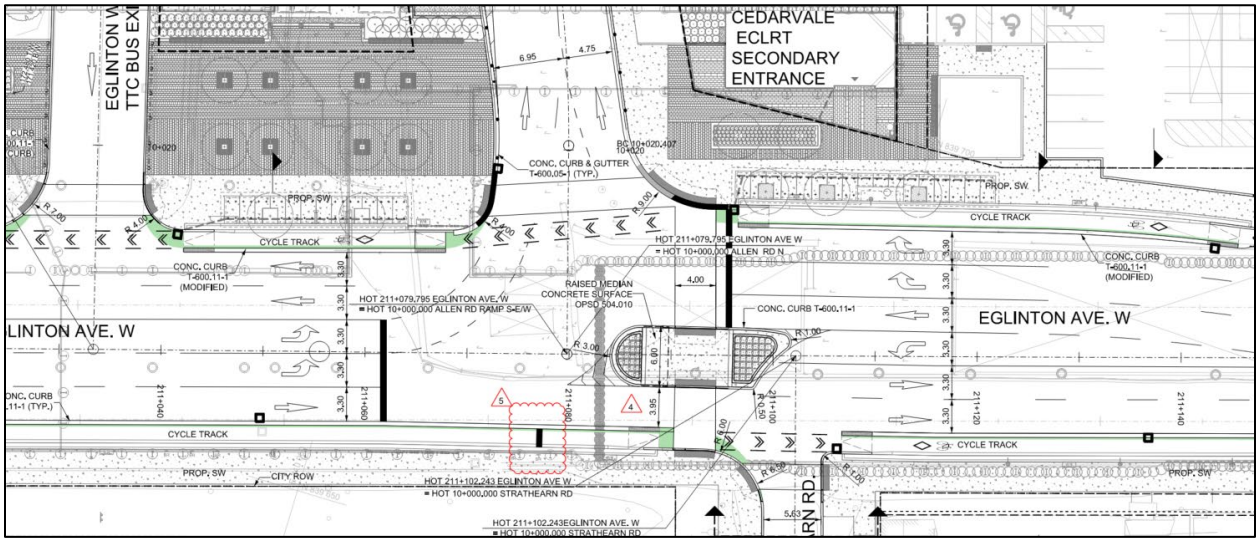


Figure 4 illustrates a hybrid design option that included alternating dual eastbound left-turn and dual westbound right-turn movements, and pedestrian crosswalks along the north and east legs of the intersection. This option resulted in a better eastbound flow of traffic through the intersection without the expense and extended timelines associated with the four-lane design. The assessment also assumed that pedestrian demand to cross the Allen Road expressway ramps would be minimized by the opening of the Eglinton Crosstown Cedarvale station entrances.

Figure 4: Preferred Hybrid Design (alternating dual eastbound left-turns and dual westbound right-turns)



Intersection Re-Opening

From 2014 to early 2023, the Eglinton Avenue West and Allen Road intersection operated with significant long-term lane closures due to the ECLRT construction. The newly configured intersection was re-opened by Metrolinx in May 2023. However, with the ECLRT non-operational, the Cedarvale station entrances were not opened for pedestrian access to the Eglinton West subway station.

With the ongoing delay of the opening of the ECLRT, there continues to be high pedestrian demand crossing the Allen Road expressway on-ramp and off-ramp to access Eglinton West Station, because the alternative access through the new Eglinton Crosstown Cedarvale station entrances have not yet been opened for use.
Given the close spacing of the traffic control signals at the Allen Road expressway off-ramp and on-ramp, eastbound vehicles were getting trapped between the signals, blocking flow for southbound left-turning vehicles from the Allen Road expressway.

Measures Taken to Address Intersection Issues to Date

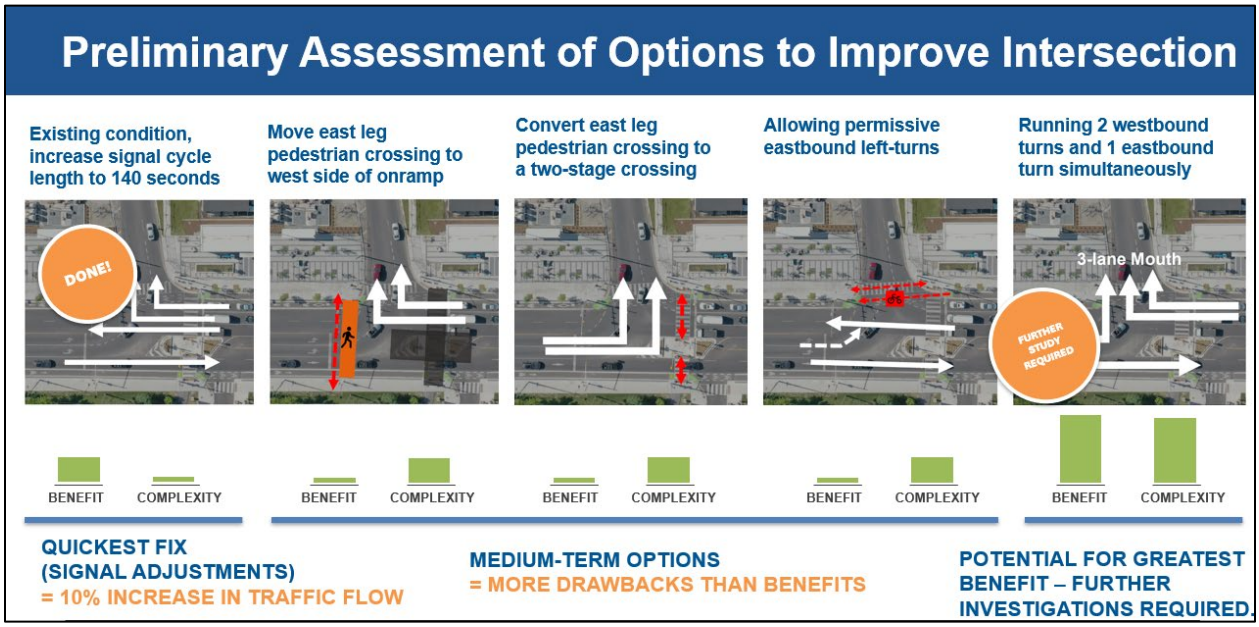
In March 2024, jurisdictional control of the intersection was transferred back from Metrolinx to the City of Toronto, at which point traffic signal improvements were implemented to clear vehicles that were getting stuck between the on-ramp and off-ramp signals. Before the handover, the operation of the intersections was being managed with the support of City of Toronto traffic agents and the closing of the newly built north-south pedestrian crossing.

In Spring 2024, traffic consultants were hired to provide a preliminary assessment of options to improve the intersection. The quickest and most effective adjustment – traffic signal timing changes – were implemented, immediately resulting in a 10% improvement to westbound right-turn traffic flow.

Other mid-term options were considered, such as moving the east leg pedestrian crossing to the west side, converting it to a two-stage crossing or allowing permissive eastbound left-turns, however, these had more drawbacks than benefits.

The mid-term option with the greatest opportunity to improve traffic flows would be to allow for simultaneous single eastbound left-turn and double westbound right-turn movements. Although some traffic movements did show improvements in the analysis of this configuration, the westbound right-turning movements remained at a failing level of service. This option would be a major capital project that requires further study to confirm feasibility and viability to achieve the intended benefits. A four-lane option was not included in this preliminary assessment as it would not be considered a short-term or medium-term project.

Figure 5: Preliminary Assessment of Options



Ongoing Work to Address Neighbourhood Street Infiltration Surrounding the Eglinton Avenue West and Allen Road Expressway Intersection

In October 2024, as part of initial efforts to reduce neighbourhood traffic infiltration, the existing northbound left-turn prohibition at Westover Hill Road and Eglinton Avenue West (the intersection closest to the Allen Road expressway for westbound commuter traffic routing through neighbourhood streets) was extended from 7:00 a.m. to 7:00 p.m. daily. This was effective in reducing vehicular volumes and congestion on Westover Hill Road.

In partnership with the local Councillors, Transportation Services is working with the communities on neighbourhood streets impacted by overflow congestion from Eglinton Avenue West and Allen Road expressway intersection to develop a two-phase plan of

traffic pattern changes on local streets to mitigate infiltration. Phase 1 includes a proposal for turn restrictions at six key “feeder street” intersections. Subject to approval from the Infrastructure and Environment Committee, the six key "feeder street" intersection turn restrictions would be implemented this fall followed by close monitoring and further community consultation to consider any additional measures required to address traffic infiltration on neighbourhood streets.

Study and Next Steps

Following City Council's direction to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road expressway intersection, the study is to include an examination of feasible options to improve the functionality of the intersection. This could include a pedestrian bridge or tunnel, expanding the mouth of the Allen Road expressway on-ramp, and any other physical modifications to the intersection to improve traffic operations.

Pedestrian Tunnel
Through inspection of the new Cedarvale Crosstown station entrances, it has been confirmed that there will be fare-free access to travel along the north side of Eglinton Avenue West through the station tunnel without crossing the Allen Road expressway on-ramps and without passing a fare collection area. Only pedestrians entering from the south side Cedarvale station entrance would be required to pay to access the station passage. The fare-free route would effectively function as an east-west pedestrian tunnel, helping to minimize pedestrian surface crossing demand. While this pedestrian tunnel would not replace the necessity for surface-level pedestrian crossing, as this access would not be available overnight when the Subway and ECLRT are not operating, it is expected to provide significant benefit to northbound on-ramp operations.

City staff have, therefore, been working with the Toronto Transit Commission and Metrolinx to expedite an opening of the Cedarvale station entrances ahead of ECLRT operation. This would allow pedestrians to access Eglinton West Station without crossing the Allen Road expressway on-ramps.

Study Scope of Work
Transportation Services is currently developing a scope of work to hire an engineering consultant to undertake a study that will include; detailed technical analysis including the development of a traffic simulation model to assess current and future traffic conditions in the area; identification of options to improve the capacity and safety of the Eglinton Avenue West and Allen Road expressway intersection and evaluation of the options with a goal of identifying a preliminary preferred solution for implementation. It will also identify any potential impacts to adjacent properties and utilities, provide high-level costing, and identify the preferred solution. The study will include engagement with interest groups, Councillors, and the public.

Next Steps
Transportation Services will report back to the Infrastructure and Environment Committee in Q2 2026 on the work and progress to date of the feasibility study. Following that, along with engagement of the public in options, the feasibility

study will arrive at a preferred alternative to improve the capacity of the intersection and address traffic issues on neighbourhood streets in the surrounding area. Subject to consideration and endorsement by Council, as appropriate, it will be programmed for detailed design and implementation, subject to available budget.

In the meantime, staff will continue to monitor traffic impacts and assess the potential for any additional measures, such as further signal timing improvements, neighbourhood turn restrictions and traffic calming measures to ensure the intersection is working as efficiently as possible in the short-term.

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SIGNATURE

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