



SOUTH EGLINTON DAVISVILLE RESIDENTS' ASSOCIATION

September 25, 2025

Matthew Green
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RE: IE24.3 – Feasibility of Pedestrian Priority Phase at Yonge Street and Eglinton Avenue

Dear Councillors,

The South Eglinton Davisville Residents' Association (SEDRA) covers the area from Eglinton south to Merton, and Yonge east to Bayview. We feel very strongly that this traffic solution is necessary for Yonge and Eglinton, an over-crowded intersection with inadequate sidewalk capacity.

We are asking you to **reject** the Transportation Services staff report that recommends not implementing a pedestrian scramble crossing at Yonge and Eglinton.

The objections raised by staff, who admit that the Yonge-Eglinton intersection meets most of the criteria for a pedestrian scramble, fail to take into account the precedent for a pedestrian scramble already established at similar intersections in Toronto.

Among the reasons levelled by Transportation Services, and problems with their reasoning (with information gleaned from Walk Toronto):

1) Staff claim that “existing left and right turn restrictions” make the crossing unnecessary.

Fact: The existing scramble intersections at Yonge and Dundas and Yonge and Bloor have similar turn restrictions. These turn restrictions were already in place before the scrambles were implemented, as they are at Yonge and Eglinton. If the existing scrambles have this characteristic, it cannot be a reason not to implement a new scramble.

2) Fact: The turn restrictions are not uniformly restricting traffic flow at the intersection, as they are intended to do. The existing signage is inadequate to prevent drivers from making turns onto Eglinton from Yonge Street despite the turn prohibitions.

3) Fact: These turn restrictions are what enable the pedestrian-friendly Toronto model of scramble intersections, in which **pedestrians can cross on the regular cycles as well as during the scramble**. The Toronto model is implemented where there are existing turn restrictions and where pedestrian volumes are significantly higher than vehicle volumes, recognizing that pedestrians should have priority in such circumstances – a basic principle of Toronto’s Vision Zero approach.

4) Transportation staff argue that “the existing operation crossing first in the east-west direction and then north-south results in shorter overall delay than waiting for a dedicated diagonal phase.”

Fact: The reality does not support this. In a Toronto scramble, **pedestrians wishing to cross diagonally do not need to wait for the diagonal phase** but can cross in two phases for convenience, particularly when corner sidewalk capacity is inadequate to allow them to wait.

5) Staff argue that pedestrian volumes will likely drop below the warrant numbers once underground tunnels closed due to LRT construction are open again.

Fact: This assertion goes against prior evidence, a recent surge in residential developments, and the nature of those underground tunnels. It fails to take into account the thousands of new residents expected to move into the Yonge-Eglinton area once approved developments are complete.

a. Yonge and Eglinton was already the **busiest pedestrian intersection in Toronto before construction began on the LRT**, despite the existence of the tunnels. Research by Global News in 2011 based on City of Toronto pedestrian counts showed that Yonge and Eglinton had the highest pedestrian count of any intersection in Toronto: 42,680 in one day. That was higher than the intersections that did get pedestrian scrambles.

b. Since 2011, **thousands of new residential units have been built in tall buildings around Yonge and Eglinton**. Many of these buildings have far fewer parking spots than units, or none at all, since the City of Toronto no longer mandates parking minimums. Those residents will walk to nearby shops and services, as well as nearby offices and the Eglinton subway/ LRT station, meaning even higher pedestrian volumes at the intersection. They would have no reason to go underground.

c. The underground passages at Yonge and Eglinton are very limited. They are not convenient, direct, extensive, or easy to navigate. They are not as well-developed or sign-posted as the PATH system, for instance. It is unlikely they will be a significant choice for many pedestrians.

d. In any case, even if some pedestrians move to the underground passages, the **number of pedestrians using the intersection is so high that the warrant conditions would likely still be met.**

For these reasons, and more, we feel that Yonge and Eglinton fully meets the warrant conditions for a scramble intersection.

The only reason Yonge and Eglinton did not have a scramble intersection before was the high volume of public transit buses that would have faced delays. But with the Crosstown LRT underground, transit delays will no longer be a significant issue and will not stand in the way of introducing a scramble at one of Toronto's most heavily used pedestrian intersections, which will only be more heavily used once expected developments are in place.

As Walk Toronto points out: What is a serious issue is the volume of pedestrians seeking to cross this intersection. That **volume is so high that there is frequently significant crowding** – which the report admits was observed – especially on the south-west corner. This creates a real danger, and this is, as the staff report admits, a primary reason for implementing a scramble. The intersection at Yonge and Eglinton **meets all the criteria for a scramble intersection on the Toronto model.** Once there are not a significant number of public transit buses using it, the number of pedestrians crossing there will vastly outnumber the number of people crossing the intersection in vehicles. A scramble intersection on the Toronto model is simply a recognition that, in such a circumstance, pedestrian needs should take priority.

We ask the Infrastructure and Environment Committee to consider these points and to **reject** the staff recommendation. We ask that IEC approve a pedestrian scramble that will improve traffic flow and enhance safety for both pedestrians and vehicles.

Respectfully submitted,

Jane Auster
Co-President

John Hiddema
Co-President

cc: Sebastien Gibson, Senior Policy, Planning and Communications Advisor, Councillor Matlow's office

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