TORONTO

REPORT FOR ACTION

Redesign Study of the Intersection of Eglinton Avenue West and the Allen Road Expressway - April 2026 Update

Date: March 20, 2026
To: Infrastructure and Environment Committee
From: General Manager, Transportation Services
Wards: 8 - Eglinton - Lawrence, 12 - Toronto - St. Paul's

SUMMARY

Since the opening of the newly designed Eglinton Avenue West and Allen Road expressway intersection in 2023, traffic capacity issues at the intersection have caused traffic congestion along Eglinton Avenue West. With many neighbourhood streets being used as short-cuts to Allen Road, traffic congestion is also significantly impacting neighbourhood streets.

On February 5, 2025, City Council directed the General Manager, Transportation Services, to initiate a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection, and to report to the Infrastructure and Environment Committee in the first quarter of 2026 with a progress update and recommended workplan.

This report includes:

- An update on the status and work plan of the Eglinton & Allen Intersection Study as per Council request; and
- A summary of the recent monitoring results following the traffic pattern changes implemented in December 2025 to reduce infiltration on local streets in the neighbourhood.

RECOMMENDATIONS

The General Manager, Transportation Services recommends that:

1. City Council receive this report for information.

FINANCIAL IMPACT

There are no immediate financial impacts arising from the recommendations in this report, which seek Council receipt for information only. Any future operating or capital requirements associated with intersection redesign and related neighbourhood mobility measures will be included in the future year budget submission process.

The Chief Financial Officer and Treasurer has reviewed this report and agrees with the financial impact information.

DECISION HISTORY

On November 13, 2025, City Council adopted 2025.IE25.6 Redesign Study of the Intersection of Eglinton Avenue West and the Allen Road Expressway - Update, authorizing the implementation of traffic amendments and turn prohibitions at various locations in the vicinity of the Eglinton Avenue West and Allen Road intersection.
Agenda Item History - 2025.IE25.6

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

COMMENTS

Following City Council's direction to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road expressway intersection, Transportation Services initiated a study to examine feasible options to improve the functionality of the intersection. This will consider a wide range of alternatives such as a pedestrian bridge or tunnel, expanding the mouth of the Allen Road expressway on-ramp, other physical modifications to the intersection or the transportation network to improve traffic operations.

Pedestrian Tunnel

City staff worked with the Toronto Transit Commission and Metrolinx to expedite an opening of the Cedarvale station entrances, ahead of Eglinton Crosstown LRT (ECLRT) operation. On November 17, 2025, the Cedarvale station entrances were opened, allowing pedestrians to access Eglinton West Station or travel along the north side of Eglinton Avenue West without crossing the Allen Road expressway on-ramps. This pedestrian tunnel does not replace the necessity for surface-level pedestrian crossing, as this access is closed overnight when the Subway and ECLRT are not operating, and a pedestrian crossing for those travelling along Eglinton Avenue has to be maintained.

Prior to the opening of the station entrances, the pedestrian button at the Allen Road on-ramp was pushed 94% of the time during the weekday PM period (2 pm - 7 pm) and 88% of the time in the AM period (6:30 am - 10:00 am). The early opening of the station entrances reduced this to 74% of the time in the AM and 77% in the PM. The opening of the ECLRT appears to have diverted even more pedestrians away from the on-ramp crossing: since February 8, 2026, the pedestrian phase has been called only 71% of the time in the PM and 55% of the time in the AM.

Study Status

On February 5, 2025, City Council directed the General Manager, Transportation Services, to initiate a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection, and to report to the Infrastructure and Environment Committee in the first quarter of 2026 with a progress update and recommended workplan.

Approved resourcing for Transportation Services staff to manage the Eglinton Allen Study and engineering consultant call was approved in May 2025 (when the position was approved to be added to the complement) with staff hired end of July 2025 to advance this work. An update on the Eglinton & Allen Intersection Study was brought forward to the Infrastructure and Environment Committee on October 29, 2025, at which time City staff were in the process of developing a scope of work to hire an engineering consultant to undertake a study.

Following a procurement process, on January 8, 2026, a contract was awarded to Parsons Inc., in partnership with CIMA Canada Inc. On February 10, 2026, the Purchase Order was created and the project had its kick-off meeting.

Since the February 10th kick-off meeting with the Study consultant, the project team has been meeting with the consultant on a weekly basis to advance the study. The consultant team has been organized into a design team and a traffic modelling team. The two teams are working in parallel, minimizing the potential for project delays.

The consultant team had recently developed a traffic model of the study area and has been able to repurpose that model for the intersection redesign study, saving the time that would have been spent building a model from scratch.

Eglinton & Allen Intersection Study Area

The intersection redesign study has two key geographies (Figure 1).

The ‘Primary Study Area’ encompasses the intersection itself, which will be the focus of the redesign work.

The Secondary Study Area encompasses the local streets that are currently experiencing the greatest congestion and infiltration. The Secondary Study Area will be included in the analysis of traffic patterns and will be assessed for opportunities for mitigation measures.

Figure 1: Eglinton & Allen Intersection Study Areas

Work Plan

The work plan below was developed to ensure that the review of options was sufficiently thorough and to provide opportunities for engagement with the public and interest groups, while leveraging previous work, existing knowledge and maximising efficiencies in scope and timeline.

Existing Conditions Review (Q1-Q2 2026)
During the first months of the intersection study, the consultant, in collaboration with City staff, has reviewed the existing conditions and history of past work around the intersection, including: land use, transportation demand, roadway configuration, traffic operations (to identify potential root causes of the issues experienced by the ramps to date), safety performance, transit service, active transportation facilities, above ground utilities and property impacts. This task includes site visit observations, review of policy, planning and development documents, and data review.

Evaluation of Alternatives (Q2-Q3 2026)
During this stage of the work plan, the consultant and project team will focus on:

- Development of Evaluation Criteria: There will be two stages of evaluation. The first stage will evaluate a long list of redesign alternatives and carry forward a short list for a more comprehensive evaluation. Conducting the evaluation in two stages allows for considering a wider range of options, while ensuring that evaluating those options does not add unnecessary time or scope to the project. The first stage of evaluation for the long list will be focused on operational aspects of the design, such as intersection Level of Service. At this stage, any infeasible alternatives will be screened out.

The evaluation criteria for the short list will include: impacts to property, utilities and trees, construction cost estimates for each proposed design, pedestrian and cyclist safety and connectivity, as well as operational performance for traffic flow.

- Long List of Alternatives: A long list of alternatives will be considered. These will include options for widening the Allen Road Expressway on-ramp, and alternative crossings for pedestrians and cyclists.
- Short List of Alternatives: From the evaluation of the long list, a short list of alternatives will be developed. Preliminary design drawings will be produced for each option, prior to the final evaluation.
- Development of Traffic Model: A traffic model using Aimsun software will be developed for the intersection and surrounding neighbourhood. The traffic model will be used to evaluation the operation of proposed intersection redesign options.

Selection of Preferred Alternative (Q4 2026)
Based on a comparative evaluation of the short list of alternatives in consultation with local Councillors, the public, and interest groups, a preferred redesign will be selected.

Neighbourhood Mobility Strategy (Q1 2027)
Throughout the study, the consultant, in collaboration with City staff, will explore opportunities for near-term and medium-term mitigation options throughout the neighbourhood. These could include changes in signal timing and locations, turn restrictions and traffic calming measures. These recommendations will inform a neighbourhood mobility strategy.

Consultation Plan

In March 2026, the study was formally introduced to the public as part of a virtual information session update on recent neighbourhood traffic changes.

The study includes a comprehensive consultation plan that will be undertaken in two phases. Phase 1 will occur in spring 2026 and Phase 2 will occur in fall/winter 2026/2027.

Phase 1 will provide a study overview, introduce the problem and opportunity statement and evaluation criteria. It will present the long list of options and may include some preliminary evaluation of the options.

Phase 2 will present the short list of options, the evaluation of the short list and the preferred alternative.

Each phase will include an Open House for the general public, a resident Community Advisory Group meeting, interest group meetings, and a survey.

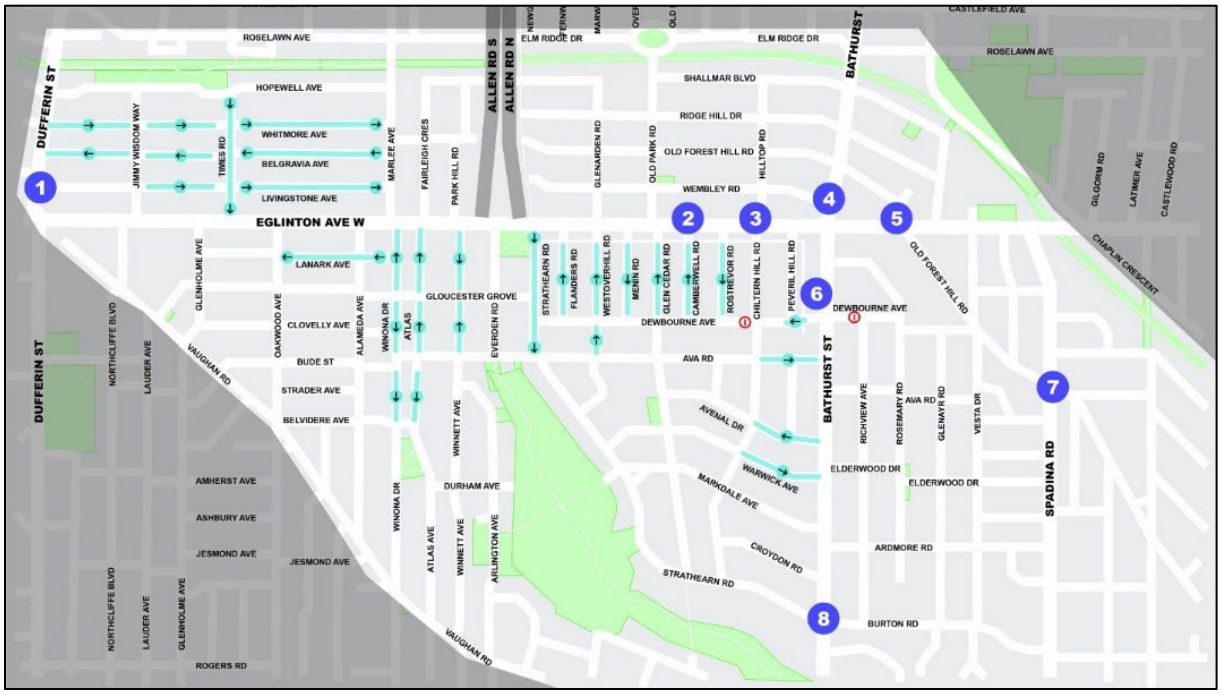
Addressing Neighbourhood Street Infiltration Surrounding the Eglinton Avenue West and Allen Road Expressway Intersection

Traffic capacity issues at the intersection of Eglinton Avenue West and Allen Road are significantly impacting neighbourhood streets.

In consultation with the community and local Councillors, Transportation Services has developed and begun to implement and monitor a plan of traffic amendments and turn prohibitions to reduce traffic infiltration on local streets in the vicinity of the intersection of Eglinton Avenue West and Allen Road.

The trial plan included changes at eight key intersections (Figure 1). The changes consisted of new turn prohibitions or extending existing turn prohibitions (Agenda Item History - 2025.IE25.6). These changes were implemented starting December 17, 2025.

Figure 2: Locations of Trial Traffic Pattern Changes



1. Dufferin Street at Livingstone Avenue: Extend existing southbound left-turn peak hour restrictions to 7 a.m. to 7 p.m. to reduce congestion at Livingstone Avenue and Marlee Avenue.
2. Camberwell Road and Eglinton Avenue West: Add northbound left-turn restriction 4 to 6 p.m. to reduce peak hour northbound traffic on Camberwell Road.
3. Chiltern Hill Road and Eglinton Avenue West: Add northbound left-turn restriction 4 to 6 p.m. to reduce peak hour northbound traffic on Chiltern Hill Road.
4. Wembley Road and Bathurst Street: Extend existing peak hour northbound left-turn restriction to 7 a.m. to 7 p.m., and add new southbound right-turn restriction from 7 a.m. to 7 p.m to reduce congestion on Wembley Road, Glenarden Road, and Old Park Road.
5. Old Forest Hill Road and Eglinton Avenue: Extend existing peak hour northbound left-turn and northbound through restrictions to 7 a.m. to 7 p.m. and add new westbound right-turn restriction from Eglinton to Old Forest Hill Road from 7 a.m. to 7 p.m. This is to reduce congestion on Old Forest Hill Road, Old Park Road and Glenarden Road.
6. Bathurst Street and Dewbourne Avenue: Add westbound 'Do Not Enter' restriction on Dewbourne Avenue at Chiltern Hill Road and Richview Avenue to reduce congestion on neighbourhood streets while maintaining access to Holy Blossom Temple and the laneway west of Bathurst Street. Residents of

Dewbourne between Rostrevor Road and Chiltern Hill Road and Bathurst Street and Richview Avenue will be able to enter the block eastbound and exit eastbound or westbound.
7. Old Forest Hill Road and Spadina Road: Add northbound left-turn and westbound through restrictions on Old Forest Hill at Spadina Road from 7 a.m. to 7 p.m. to reduce congestion on Old Forest Hill Road from drivers using it as a route to Eglinton Avenue.
8. Strathearn Road and Bathurst Street: Add northbound left-turn and westbound through restrictions from 7 a.m. to 7 p.m. to reduce congestion on northbound neighbourhood streets approaching Eglinton Avenue.

Monitoring Approach

To evaluate the effectiveness of the trial traffic pattern changes, traffic counts were taken before and after the traffic pattern changes were implemented in order to monitor traffic volumes and compliance with turn restrictions.

"Before" counts at most locations were collected in October or December of 2025.

"After" counts were collected on Tuesday, January 13, 2026 and Wednesday January 14, 2026. These days were selected to avoid the holiday period when travel behaviour is atypical. The data collection was performed before the 20 cm of snowfall that occurred on January 15, 2026.

After counts were collected at 47 intersections (Figure 2).

Figure 3: Traffic Count Locations

Turning Movement Counts and Compliance with Turn Restrictions

On average, the turn prohibitions introduced in December 2025 had a compliance rate of 60%, in that 40% of the drivers that had previously been making the movement continued to do so after the restriction was implemented. This resulted in almost 10,000 fewer cars making those movements. The rate of compliance varied by location (Table 1).

The lowest rate of compliance occurred at Dufferin Street and Livingstone Avenue (28%), and the highest was at Eglinton Avenue West and Camberwell Road (88%).

The rate of compliance could be improved in some locations through measures such as planters to block prohibited movements, or more visible signs. For example, the intersection of Bathurst Street, Strathearn Road and Burton Street, a temporary hydro pole was found to be obscuring the new signs.

Table 1: Compliance Rate of Turn Prohibitions

#	Location	Start Time	End Time	Prohibited Movement	Before Count	After Count	Change	% Change
1	Dufferin St / Livingstone Ave	7 AM	7 PM	SBL	528	382	-146	-28%
2	Eglinton Ave W / Camberwell Rd	4 PM	6 PM	NBL	167	20	-147	-88%
3	Eglinton Ave W / Chiltern Hill Rd	4 PM	6 PM	NBL	149	66	-83	-56%
4	Bathurst St / Wembley Rd	7 AM	7 PM	SBR	251	123	-128	-51%
				NBL	453	211	-242	-53%
5	Eglinton Ave W / Old Forest Hill Rd	7 AM	7 PM	NBL	985	354	-631	-64%
				NBT	1407	501	-906	-64%
				WBR	2002	899	-1103	-55%
6	Chiltern Hill Rd / Dewbourne Ave	All Day		SBR	182	51	-131	-72%
				WBT	1670	662	-1008	-60%
				NBL	246	143	-103	-42%
				Total	2098	856	-1242	-59%
6	Bathurst St / Dewbourne Ave	All Day		WBR	201	95	-106	-53%
				WBT	359	87	-272	-76%
				WBL	33	16	-17	-52%
				Total	593	198	-395	-67%
7	Spadina Rd / Old Forest Hill Rd	7 AM	7 PM	NBL	803	192	-611	-76%
				WBT	1760	757	-1003	-57%
8	Bathurst St / Burton Rd / Strathearn Rd	7 AM	7 PM	NBL	1228	439	-789	-64%
				WBT	1215	519	-696	-57%
Total							-9759	

Changes to Traffic Patterns on Local Streets

The intent of the turn prohibitions was to discourage drivers from diverting onto local roads from arterials, such as Eglinton Avenue West, Bathurst Street and Spadina Road.

Traffic counts showed that the changes were effective, with an overall reduction of volumes on local and collector roads (Figure 3).

At the same time, there was an increase in traffic volume on some arterials, such as Eglinton Avenue West (a major arterial) and Oakwood Avenue (a minor arterial).

The results suggest that more drivers are choosing to stay on the major corridors instead of diverting to roads within the neighbourhoods, as intended.

On local and collector roads directly connecting to Eglinton Avenue West, volumes reduced by over 4,000 cars between the hours of 7 am and 7 pm, when the majority of the restrictions are in place (Table 2).

Figure 4: Change in Volumes after Traffic Pattern Changes, 7 am - 7 pm

Table 2: Change in Volumes on Streets Connecting to Eglinton Avenue West

Street Connecting to Eglinton Avenue West	Change in Number of Cars after December 17, 2025 (7am - 7 pm)
Winona Dr	-339
Atlas Ave	-182
Fairleigh Cres	-126
Everden Rd	26
Westover Hill Rd	-52
Glenarden Rd	-258
Glen Cedar Rd	-624
Old Park Rd	-461
Camberwell Rd	-214
Chiltern Hill Rd	-9
Hilltop Rd	-418
Peveril Hill N	128
Old Forest Hill Rd (from the south)	-1503
Old Forest Hill Rd (from the north)	-82
Total	-4114

Diversion to Other Local Streets

A concern with implementing the neighbourhood traffic changes was whether drivers would divert to other local streets.

Although the overall volumes on local streets decreased after the changes were made, there were some locations that showed an increase in traffic. Westbound counts on Croydon Road showed an increase of 20 vehicles during the peak hour, and an increase of 77 vehicles in the peak hour on Markdale Avenue. These two roads are located directly north of the new northbound left and westbound through turn restrictions at Strathearn Road and Bathurst Street.

Speed counts taken on Croydon Road in February 2026 showed an average speed of 36 km/hr and a maximum speed of 54 km/hr.

After the changes were made, although volumes increased on Croydon Road and Markdale Avenue, this increase was less than two thirds the amount of vehicles previously turning and making through movements on Strathearn Road, indicating that more cars are staying on Bathurst Street instead of taking other streets.

Volumes on other access points off Bathurst Street (Avenal Drive and Dewbourne Avenue) have also decreased since the changes were made, indicating that drivers are not diverting to those streets.

Summary of Public Feeback on the Neighbourhood Traffic Changes

Residents were notified of the proposed traffic changes on November 17, 2025 via a notice mailed directly to 11,615 households and an email to 821 recipients.

Public consultation on the traffic pattern changes ran from December 17, 2025 until February 8, 2026 and a comment period to gauge public feedback was open from January 19 to February 8, 2026. Feedback was collected through a feedback survey, email, and phone line. Residents were notified of the feedback survey via an email sent to 1,000 recipients and 11,615 mailed notices issued on January 19, 2026.

The online survey received a total of 990 responses - 967 from residents, business owners, employees and regular visitors to the area, and 23 from commuters. Additionally, 169 comments were also received via email and phone during the monitoring period.

Participants on streets most impacted by neighbourhood traffic congestion were more likely than other participants to note improvements to volumes and to express satisfaction with the changes.

On some streets, the benefits identified by participants were significant and participants were very supportive of the changes. For example, participants who live on Camberwell Road and Glenarden Road noted a significant decrease in volumes and expressed strong support for maintaining the changes.

However, the majority of participants in the area expressed dissatisfaction with the trial. Concerns included: increased travel times to and from participants' home or place of work; increased vehicle volumes on adjacent streets resulting from turn restrictions; and impacts to safety of people walking and cycling, particularly on narrow streets without sidewalks. Many participants emphasized that the City should focus on making immediate changes to the intersection of Eglinton Avenue West and Allen Road.

Finally, concerns were raised about low compliance with the traffic changes and lack of consistent enforcement of the new rules.

A detailed consultation report and more information about the project can be found at toronto.ca/EglintonAllen

Next Steps

Staff continue to engage with the local community and Councillors on planned next steps for the trial of neighbourhood traffic changes, as well as study updates. Public consultation on the Eglinton & Allen Intersection Study is planned for May and June 2026.

Staff will report back on the preferred intersection redesign in early 2027.

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