

Managing Neighbourhood Traffic Issues: Eglinton / Allen Intersection & Neighbourhood Streets



VIRTUAL PUBLIC INFO SESSION | MAY 13, 2025

Land Acknowledgment

We acknowledge the land we are meeting on is the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee and the Huron-Wendat peoples and is now home to many diverse First Nations, Inuit and Métis peoples. We also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.



This meeting is being recorded for purposes of creating a meeting summary and will be available on the project website.

Tonight's Agenda

This evening's conversation is focused on addressing questions and concerns around Eglinton / Allen to allow for a productive solution-focused follow-up in-person workshop to address neighbourhood traffic infiltration.

7:00 pm	<ul style="list-style-type: none">• Webex Instructions & meeting protocol
7:05 pm	<ul style="list-style-type: none">• Presentation, context & input from Directors of Transportation Services
7:30 pm	<ul style="list-style-type: none">• Question & answer period
8:15 pm	<ul style="list-style-type: none">• Next steps for community workshop on near-term changes to address the issue at the neighbourhood street level

Code of Conduct

- **Be patient:** Virtual meetings don't always run as smoothly as planned.
- **Be brief:** Limit yourself to one question or comment when you are called on to speak.
- **Be respectful:** The City of Toronto is an inclusive public organization. Discriminatory, prejudicial or hateful comments and questions will not be tolerated, and you will be removed from the meeting.



We want to hear from you – all questions are good questions!
If we do not address your question during the meeting, please connect with the project team via email eglintonTOday@toronto.ca.


Participating Online

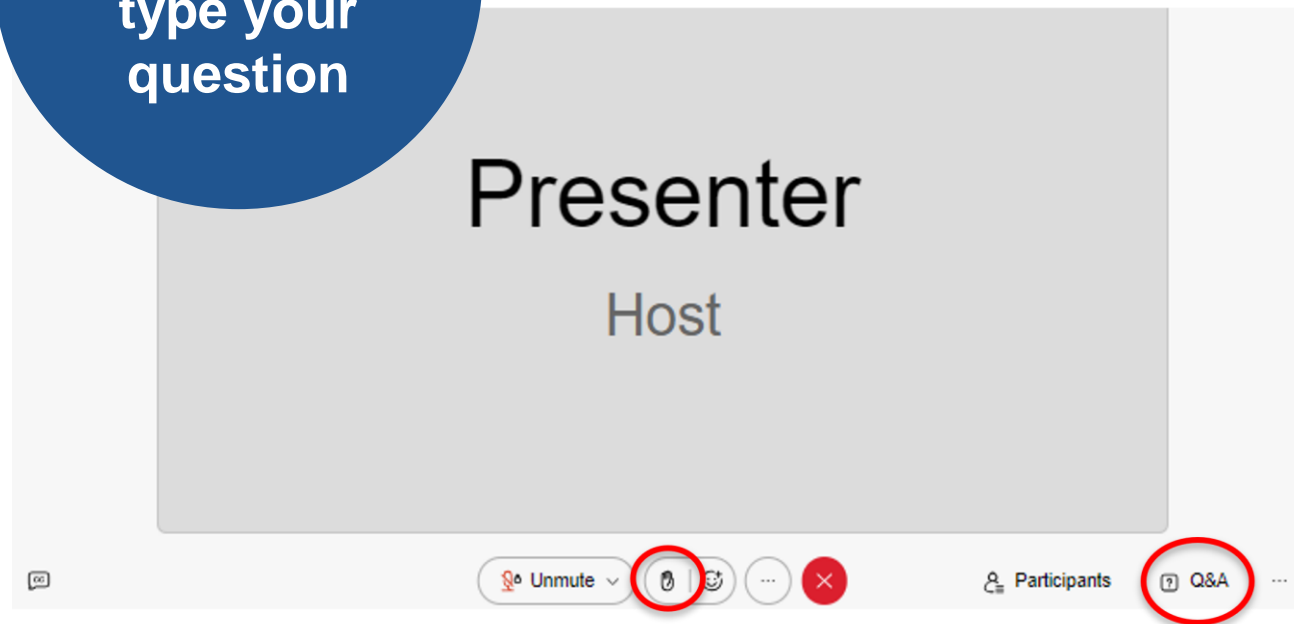
Raise your hand or type your question





Via the internet browser

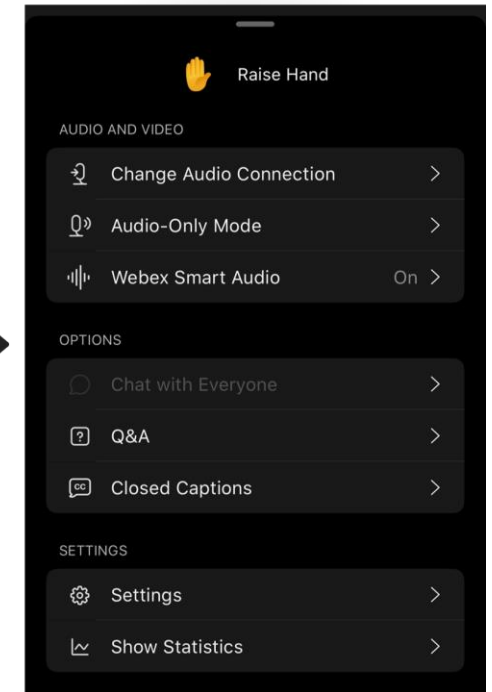
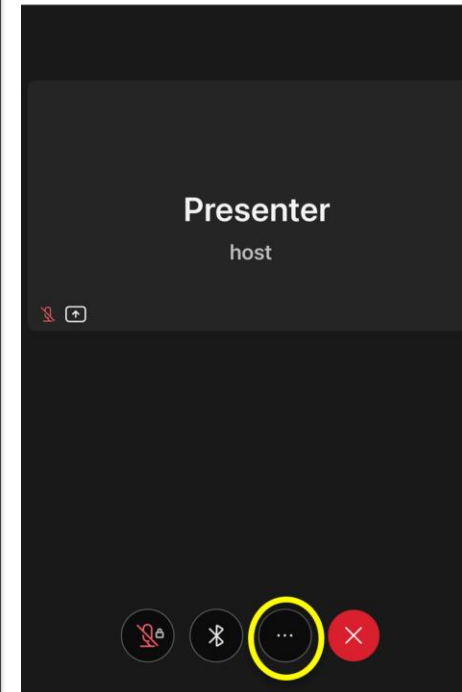
Raise hand by clicking 

Click the  "Q&A" button at the bottom right of the screen



Via smartphones

Click the  button at the bottom of the screen. Then click  or "Q&A" button.



For Q&A text, select "All Panelists".
Your question will not be visible to other attendees.
Questions will be answered verbally.

Raising your hand by Phone



- To raise your hand virtually, **key in *3.**
- The Host will see a hand up beside the last four digits of your phone number
- During the Q&A period, the Host will unmute you and let you know that you can speak

Webex Audio Trouble?

Webex can phone you

1. Click the arrow beside your mute button
2. Click “Switch audio”
3. Use “Call me” function
 - Enter your phone #

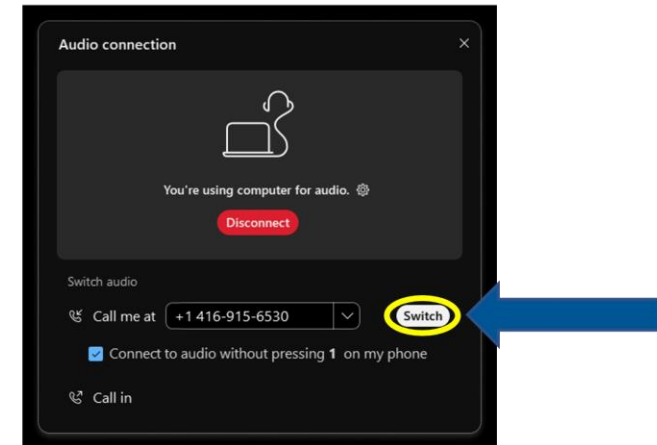
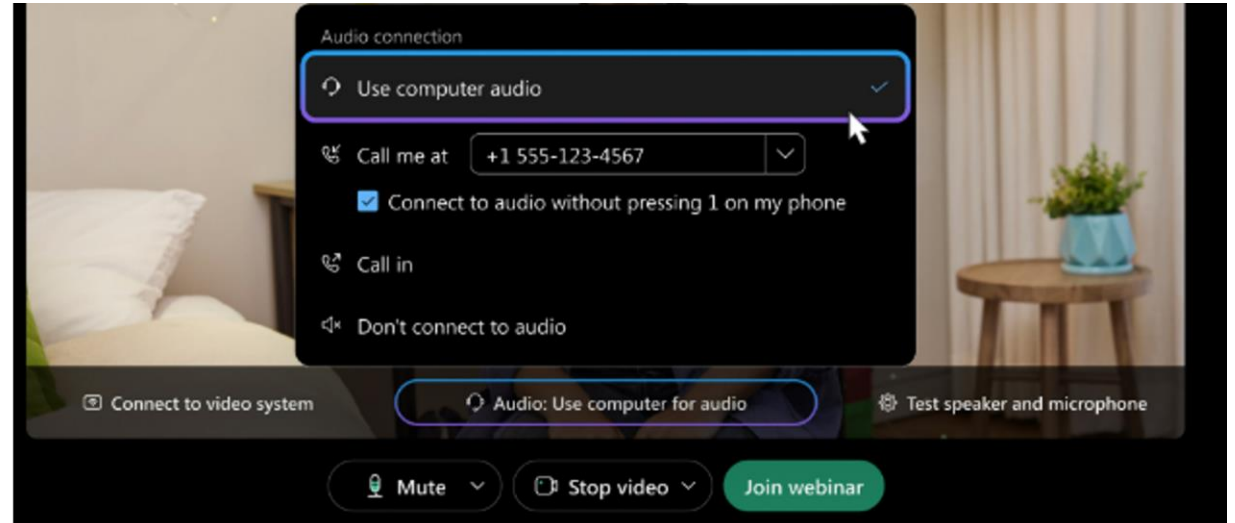
OR

You can dial into the meeting

Dial: 416-915-6530

Access Code: 2330 672 5757

Attendee ID: 3454 6866



Audio still not working?

Call Into the Meeting

Dial: **416-915-6530**

When prompted for a meeting number enter:

2330 672 5757

Enter attendee number:

3454 6866

Additional WebEx Trouble?

Contact our WebEx Tech Support Staff

Email: Michele.Blackwood@toronto.ca

Call: 416-392-2962

Introductions



Roger Browne
Director, Traffic
Management



Jacquelyn Hayward
Director Planning,
Design and
Management



Joe Gallippi
Supervisor,
Traffic Operations
Area 1



Rick Bartel
Project Lead,
Traffic Operations
Area 1



Kelsey Carriere
Sr. Project Manager,
Pedestrian and Cycling
Projects

Managing Neighbourhood Traffic Issues: Eglinton / Allen Intersection & Neighbourhood Streets



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Recognizing Eglinton / Allen as the root cause



1978

**Allen Rd. southbound
at Eglinton Ave. W.**



2022

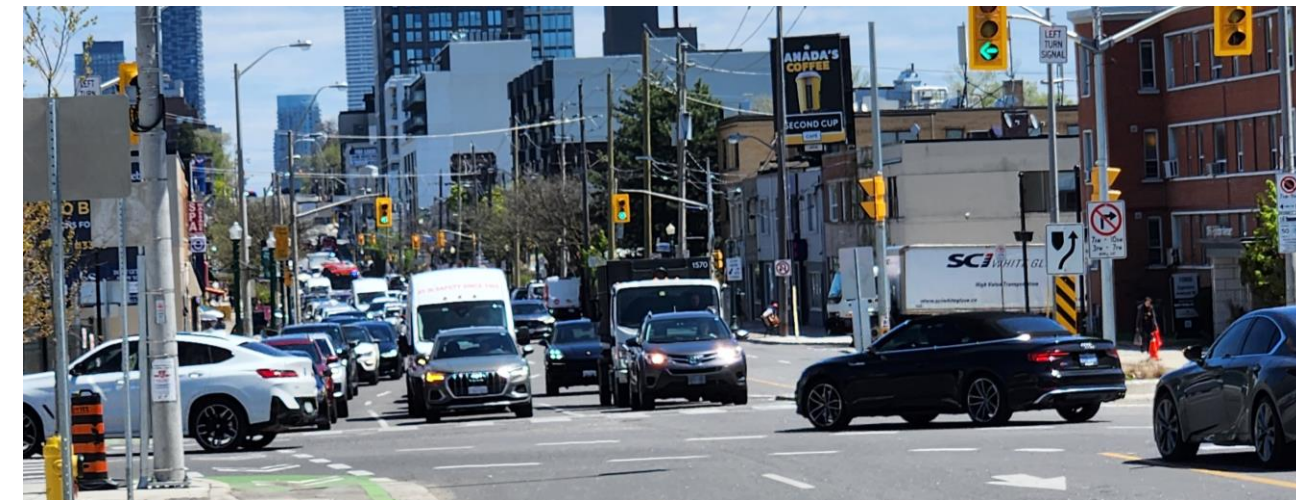
**Allen Rd. southbound
at Eglinton Ave. W.**



2024

**Eglinton Ave. W.,
westbound at Bathurst
St.**

Recognizing Eglinton / Allen as the root cause



2025

Westbound right onto Allen Road northbound continuing to cause high levels of congestion on Eglinton Avenue and neighbourhood streets

We hear your frustration about the traffic congestion on neighbourhood streets!

What you've told us:

“Cars are driving on the opposite side of the road and on sidewalks to get around other cars. It’s a complete nightmare.”



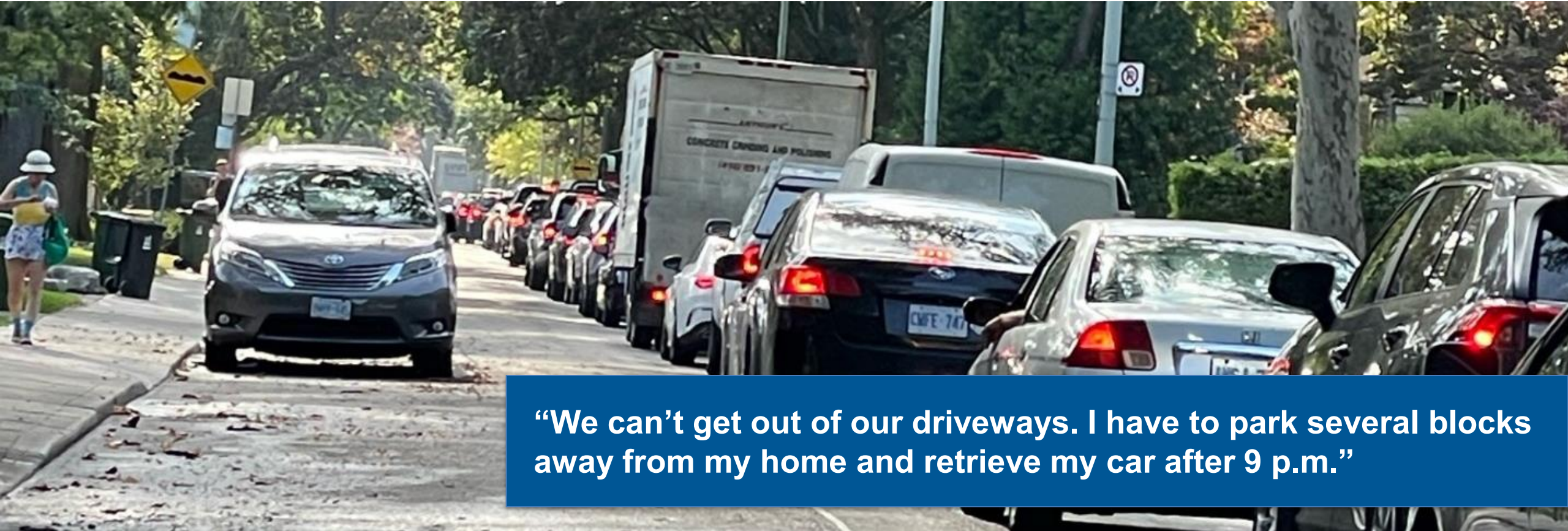
Glenarden Rd. 6:30 p.m. looking north from Eglinton Ave. W.

What you've told us:



Old Forest Hill Rd. 3 p.m. looking west toward Old Park Rd.

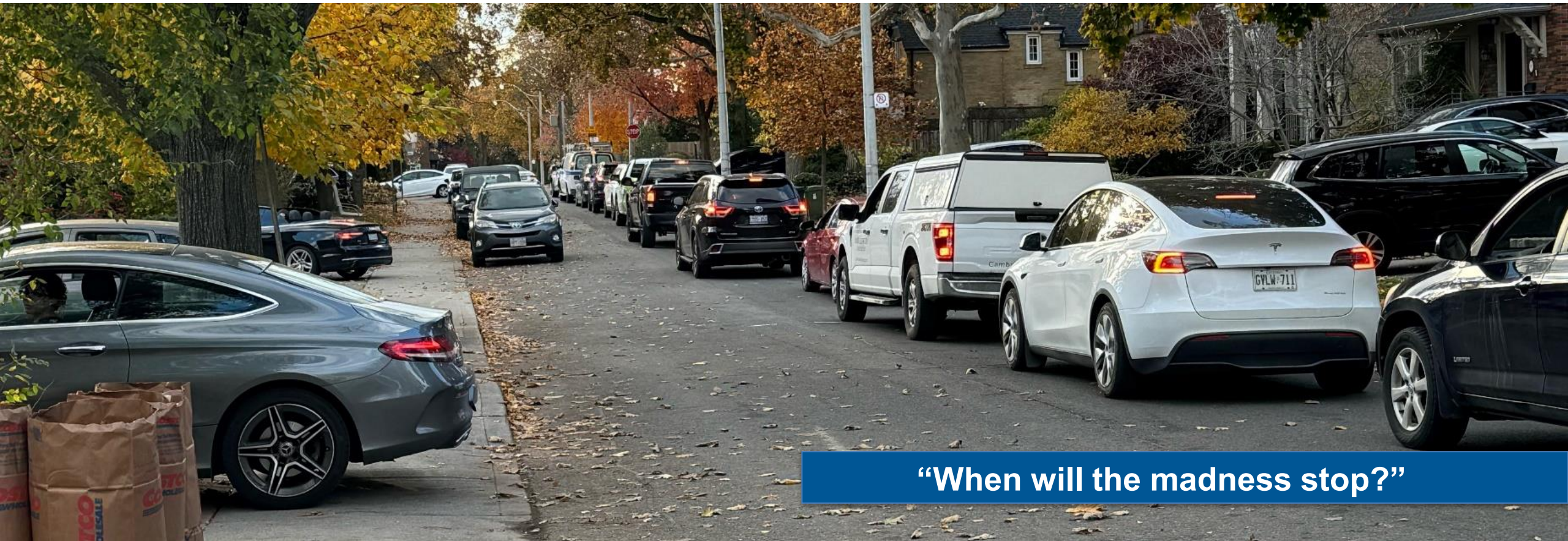
What you've told us:



“We can’t get out of our driveways. I have to park several blocks away from my home and retrieve my car after 9 p.m.”

Old Park Rd. 3 p.m. looking south toward Eglinton Ave. W.

What you've told us:



“When will the madness stop?”

Wembley Rd. 6:30 p.m. looking north from Eglinton Ave. W.

What you've told us:

“We have to improve Eglinton / Allen traffic flow. Drivers are so frustrated. Someone is going to get hurt.”



Glen Cedar Rd. south of Ava Rd. 3:30 p.m. looking north towards Eglinton Ave. W.

What you've told us:

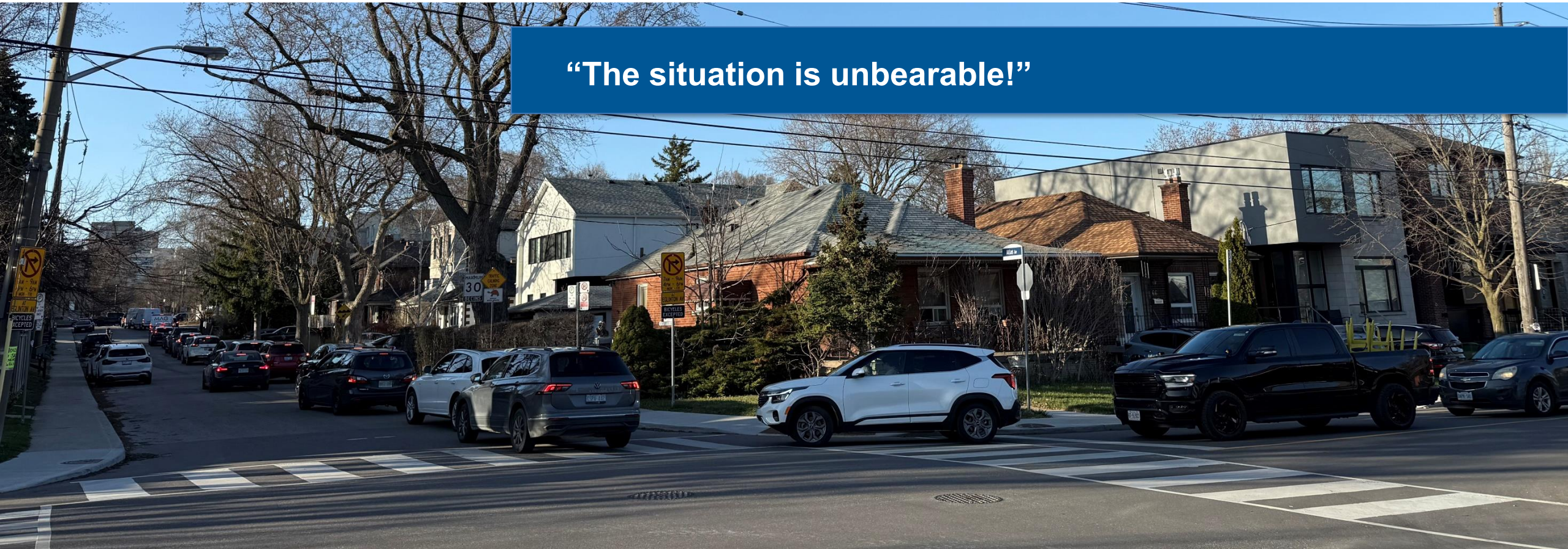
“We have lived here our whole lives, but traffic on our street is so bad it is making us seriously consider moving away.”



Camberwell Ave. at Dewbourne Ave. 7 p.m. looking north towards Eglinton Ave. W.

What you've told us:

“The situation is unbearable!”



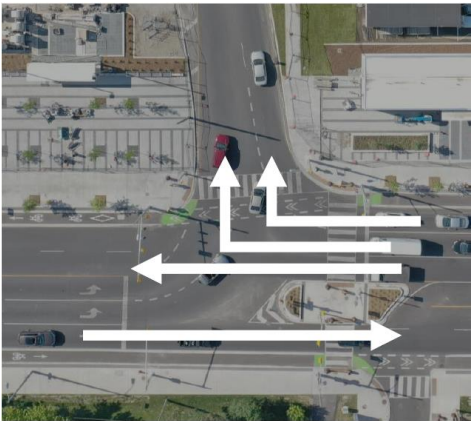
Atlas Ave. at Gloucester Ave. 6:30 p.m. looking north towards Eglinton Ave. W.

Timeline of City Actions at Eglinton / Allen

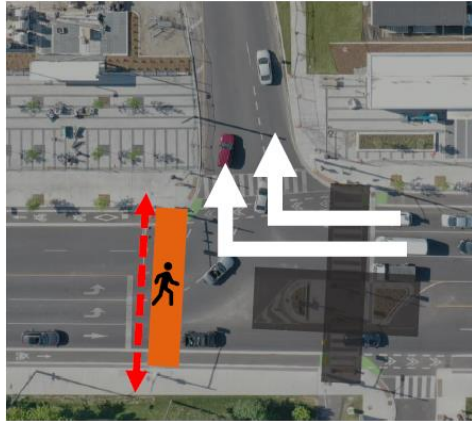
- May 2023 • Full intersection re-opened at conclusion of Metrolinx construction
- June 2023 • Daily deployment of traffic wardens to manage poor intersection operations for several months
- Spring 2024 • Handover of signal from Metrolinx to City, installation of limited vision signal lights allowing better signal coordination
 - Traffic consultants hired to study options for operation improvements
 - Traffic counts conducted on residential streets
- July 2024 • Signal timing adjustments made = 10% improvement in westbound traffic flow
- Nov. 2024 • Westover Hill Rd. turn restrictions extended 7 a.m. - 7 p.m.

Preliminary Assessment of Options to Improve Intersection

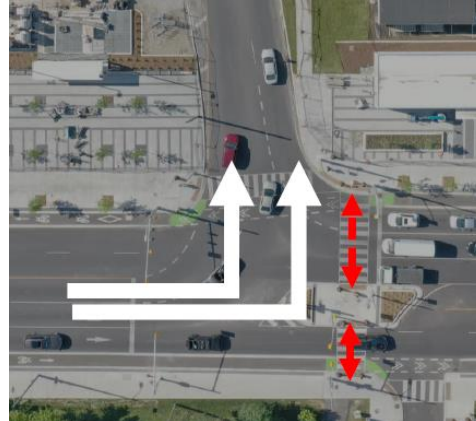
Existing condition,
increase signal cycle
length to 140 seconds



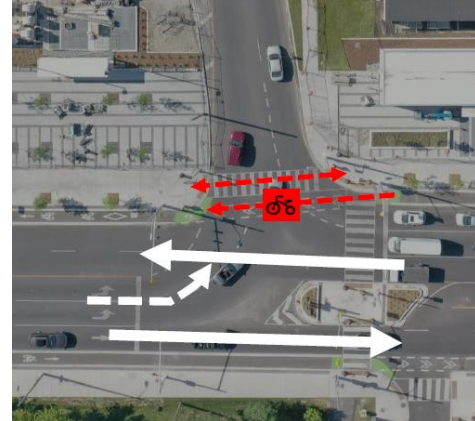
Move east leg
pedestrian crossing to
west side of onramp



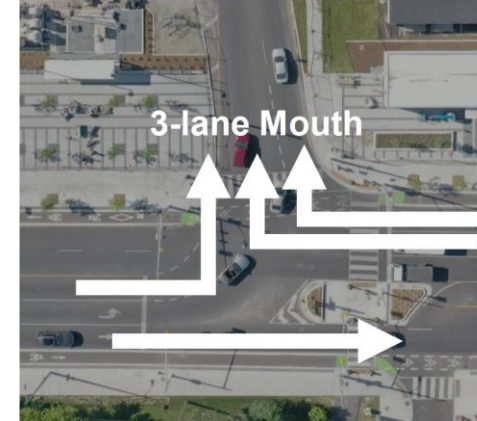
Convert east leg
pedestrian crossing to
a two-stage crossing



Convert east leg
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Convert east leg
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**QUICKEST FIX
(SIGNAL ADJUSTMENTS)**

MEDIUM-TERM OPTIONS

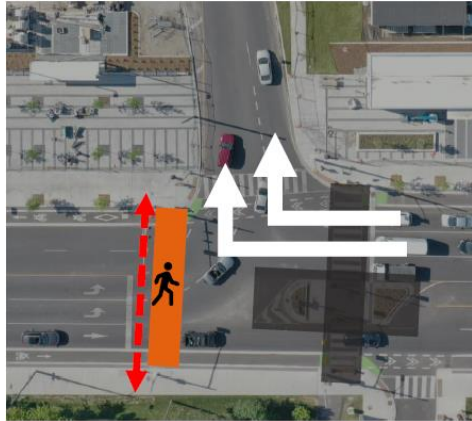
**POTENTIAL FOR GREATEST
BENEFIT – FURTHER
INVESTIGATIONS REQUIRED**

Preliminary Assessment of Options to Improve Intersection

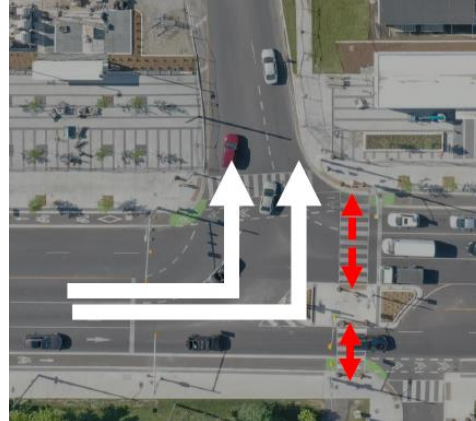
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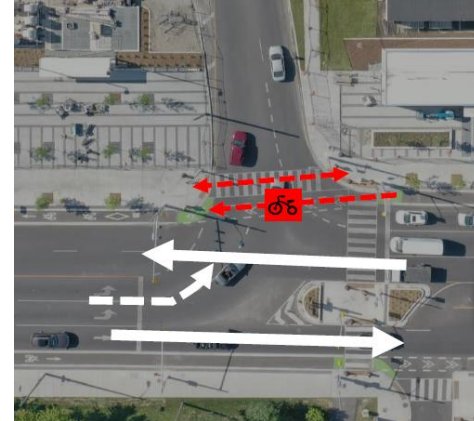
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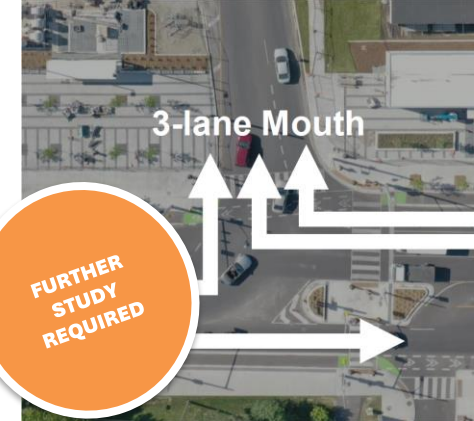
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**QUICKEST FIX
(SIGNAL ADJUSTMENTS)**
= 10% INCREASE IN TRAFFIC FLOW

MEDIUM-TERM OPTIONS
= MORE DRAWBACKS THAN BENEFITS

**POTENTIAL FOR GREATEST
BENEFIT – FURTHER
INVESTIGATIONS REQUIRED.**
=WILL TAKE TIME!

Eglinton / Allen Next Steps: Two parallel processes

LONG TERM:

Eglinton / Allen Intersection Redesign Study

NEAR TERM:

Managing Traffic Issues on Neighbourhood Streets

Timelines of this work are lengthy and cannot yet be confirmed, so a process to work with the community to **minimize the impact of current traffic infiltration on residential streets** is being presented here.

Meanwhile, traffic wardens have been committed to support as resources permit, and any remaining quick improvements are being made (better signage and pavement marking).

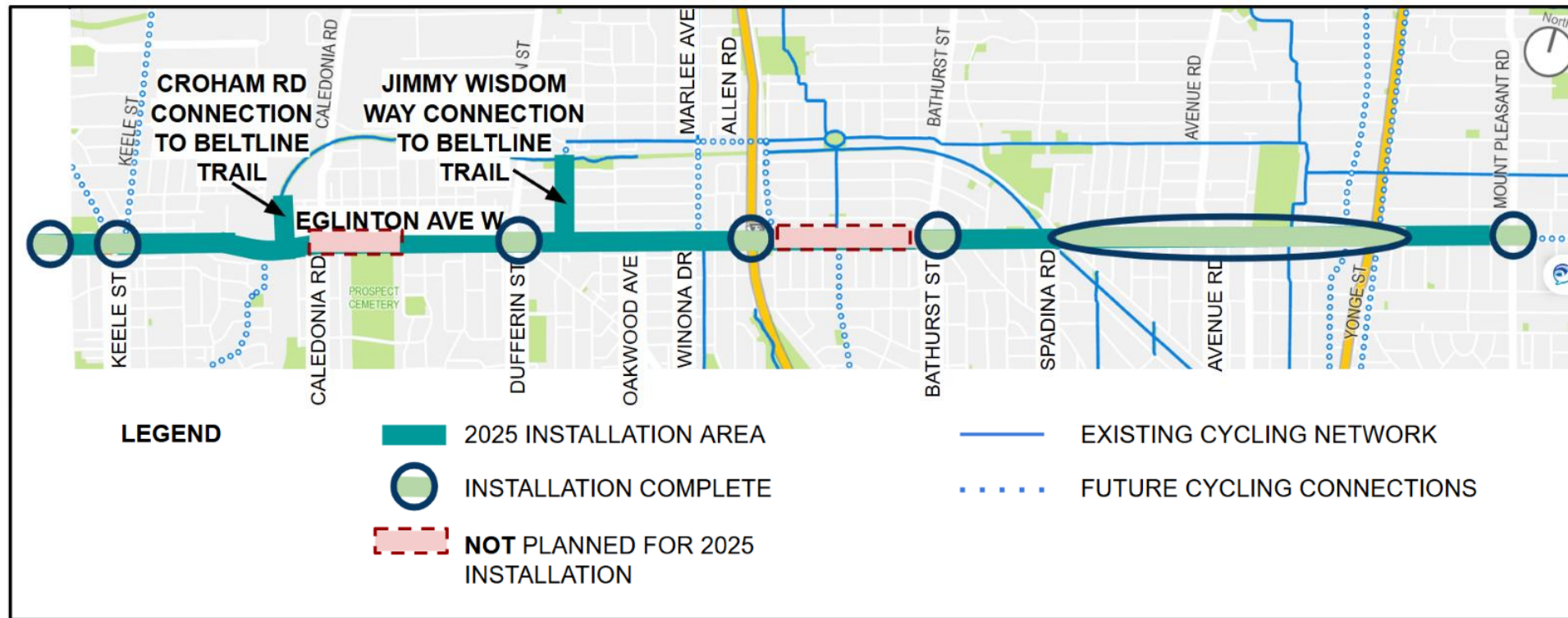
Preliminary analysis shows that options that may have meaningful impact on improving traffic at Eglinton/Allen would involve further investigation to confirm feasibility and require major investments of time and money.

At February 5, 2025, City Council Transportation Services was committed to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection to address congestion and neighbourhood traffic impacts, and identify necessary resources to complete this work [MM26.12].

The team is currently being assembled to study redesign options and will report back in the first quarter of 2026 with a progress update and recommended workplan.

Eglinton Today Complete Street Installation 2025

- Complete Street was installed in The Eglinton Way BIA (Chaplin Cres. to Avenue Rd.) in fall 2024.
- Remaining segments of Phase 1, including bikeways are planned to be installed continuing in 2025, except for the Upper Village, where congestion mitigation measures are pending, and near Caledonia Road to coordinate with storm sewer replacement work.



We recognize the frustration when solutions seem simple. We have heard every request for quick fixes.

The following are answers to **common questions** of what may seem like simple solutions.

Why doesn't the City just...?



Pedestrians push button at Allen on-ramp.

Close the crosswalks near the Allen Road on-ramp to pedestrians to allow free-flow westbound access to the Allen Road on-ramp

- There is existing demand for pedestrian access to traverse Eglinton Avenue, not just to access the subway and future LRT station, which is only anticipated to increase.
- Removing this crossing is likely to lead to safety hazards.

Why doesn't the City just...?



Pedestrians crossing east-west at Allen on ramp after missing one cycle

Fix the pedestrian button so that it does not come on when there are no pedestrians

- East-west pedestrian push button at the Allen on ramp is programmed so that it DOES NOT come on unless pushed by a pedestrian (lasts 15 sec).
- Photo at left is the result of an experiment on April 22nd at 6 p.m. of disallowing the push button for one crossing cycle.
- North-south pedestrian crossing comes on with the eastbound left turns.

Why doesn't the City just...?



Westbound traffic on Eglinton waiting for the light to turn onto Allen Rd.



No-Right-On-Red is required for safety for eastbound turns and pedestrians.

Remove the no-right-on-red signs for westbound on-ramp traffic?

- Part of the role of the No-Right-On-Red regulation is that when the light is red for westbound vehicles during the eastbound movements onto the Allen, there is no safe space for right hand turns.
- With two lanes of turning traffic it is unsafe to allow a permissive crossing (pedestrians cross while vehicles allowed to turn).

Why doesn't the City just...?



Future LRT entrance, north east corner of Eglinton / Allen

Let people bypass the intersection underground through the new subway tunnel?

- There is fare-paid area connecting the east and west station entrances below ground, so it serves to enter the subway, but not to bypass the intersection.
- This would not be a permanent solution as the subway is not open 24 hours a day and there needs to be a safe crossing.

Why doesn't the City just...?

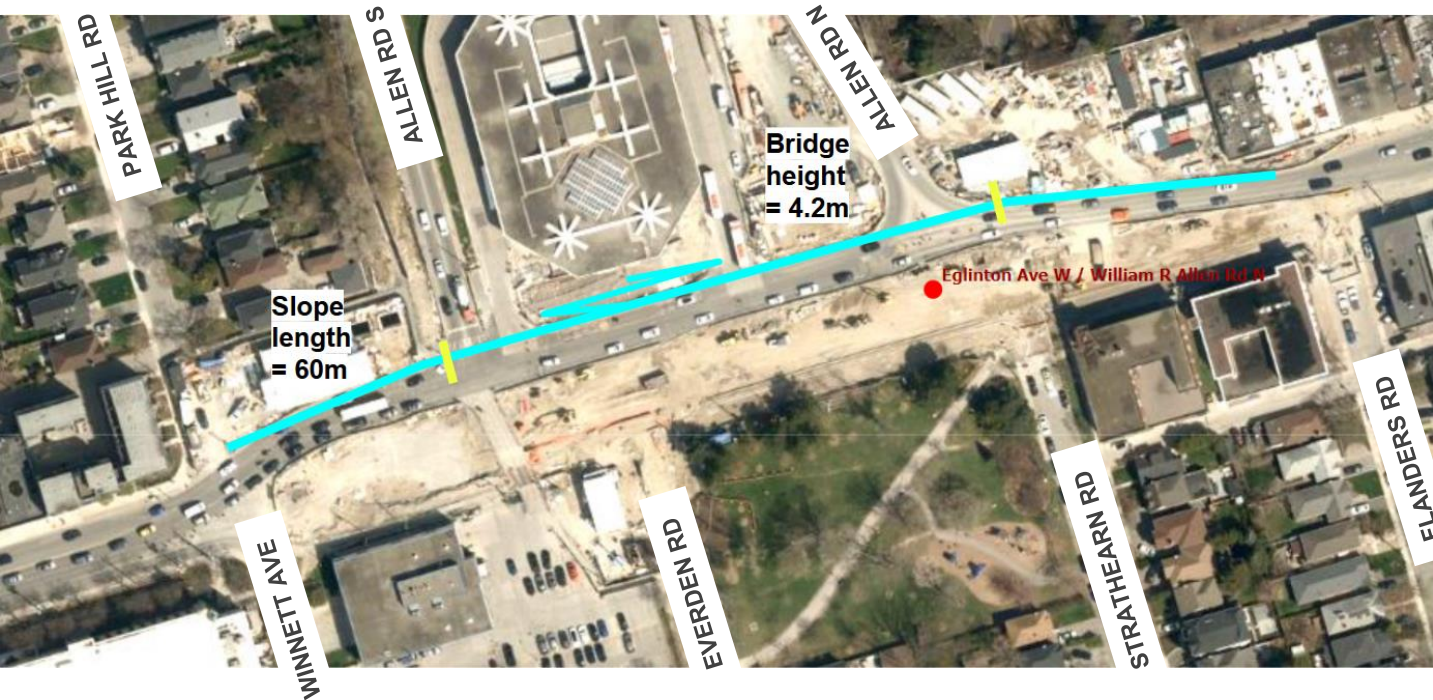


Traffic warden at Eglinton / Allen on-ramp, summer 2024.

Bring Traffic Agents back. The intersection worked better when they were there.

- Agents were critical to traffic management at the beginning to over-rule signals when the signals were not properly timed to manage essential movements.
- Now that the signals are functioning as optimally as possible for vehicular traffic, there is minimal efficacy for Agents except to usher a few westbound cars through the remaining 15 seconds after pedestrians have completed their crossing.

Why doesn't the City just...?



Sketch of required pedestrian ramp length required to pass over Allen Rd ramps

Build a bridge for pedestrians and bikes to pass over the on-ramp?

- A pedestrian bridge to pass over the on-ramp would require a length leading back to Flanders Road to be of a slope to meet accessibility requirements, and likewise to Winnett Avenue for the off-ramp

Why doesn't the City just...?

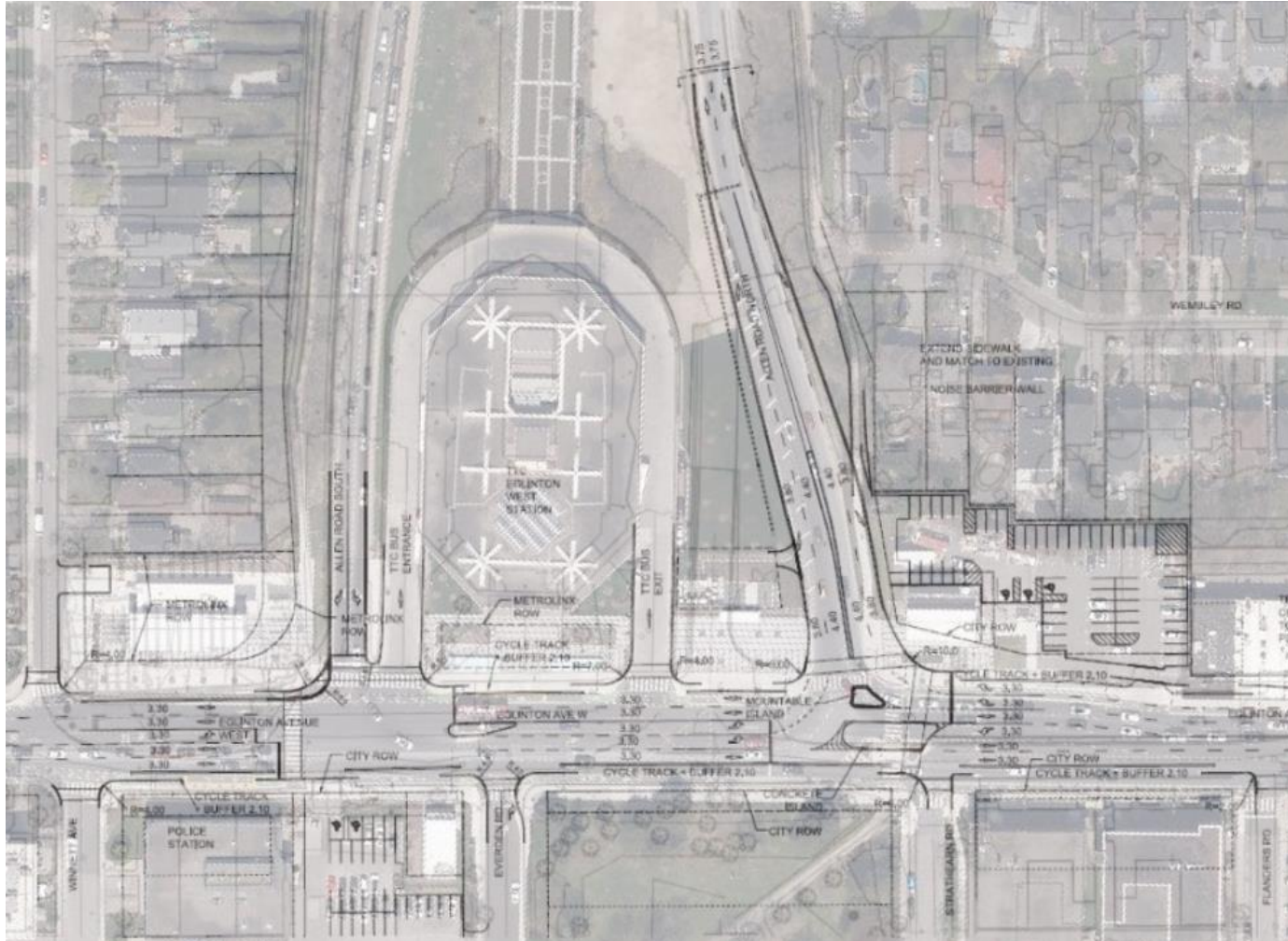


Current condition cycling on Eglinton Ave West

Get people who bike to use the Beltline instead of Eglinton Avenue

- The purpose of the complete street is to provide a safe and intuitive cycling network to help make cycling an efficient and affordable transportation option our rapidly growing city, connecting the 19km of complete street partially built by Metrolinx
- Eglinton Avenue is not only a key connector east-west but also a destination for many cycling trips to businesses and services.

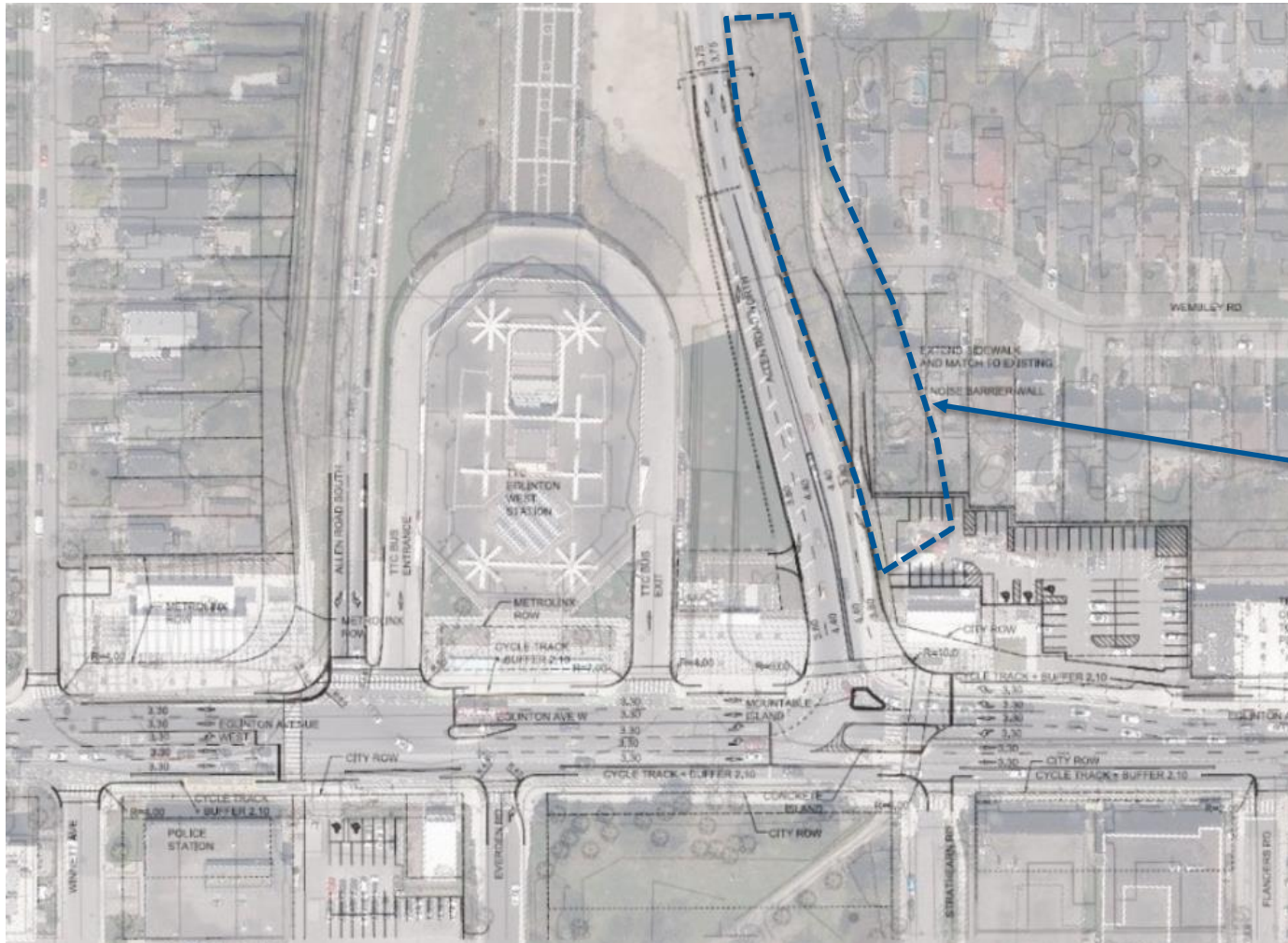
Why doesn't the City just...?



Widen the on-ramp to 4-lanes

- During initial design, a 4 lane model which would allow two lanes of traffic onto the Allen from east and westbound simultaneously was considered.

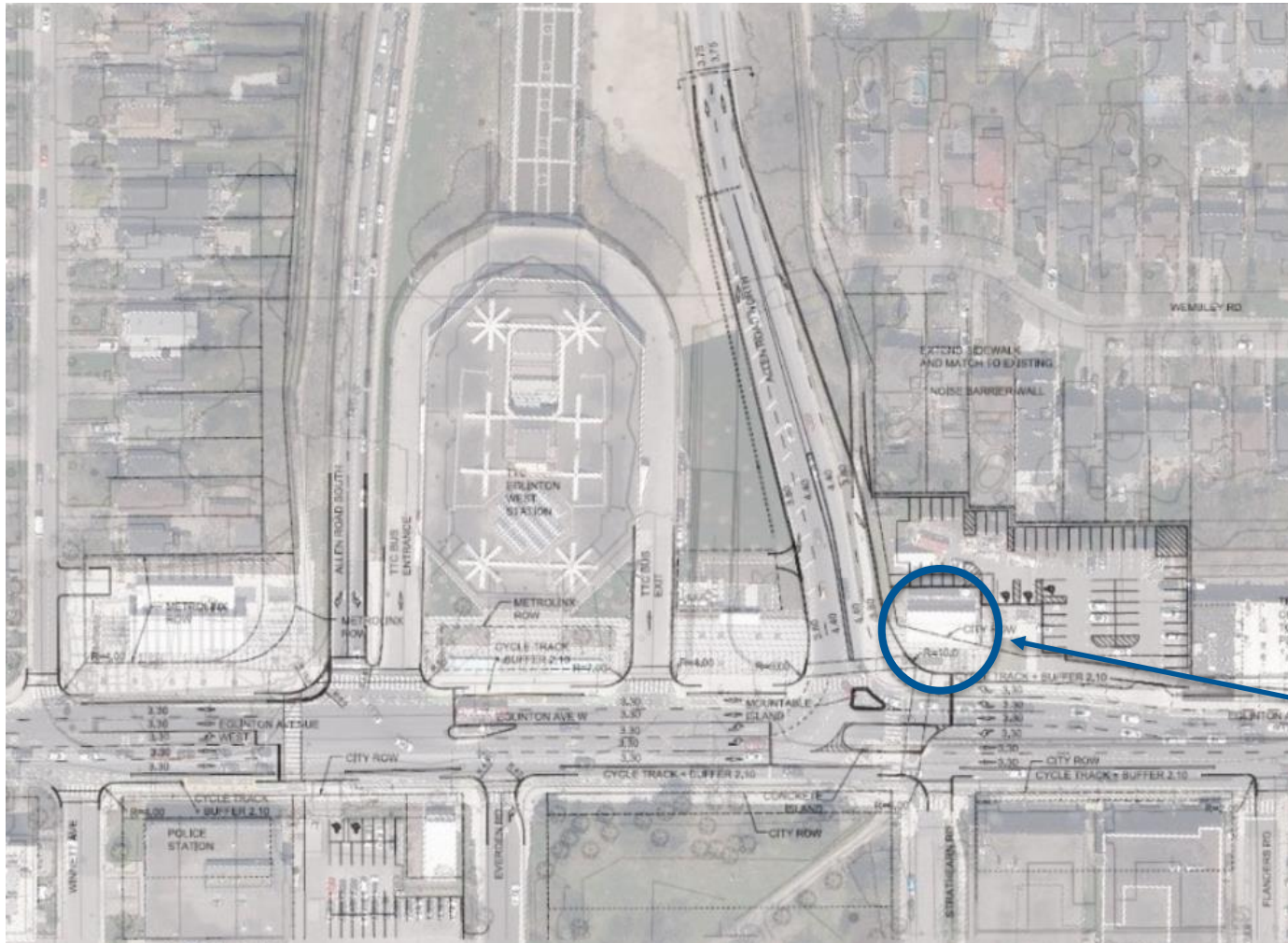
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- During initial design, a 4 lane model which would allow two lanes of traffic onto the Allen from east and westbound simultaneously was considered.
- This option was determined to be prohibitive due to complications in grading and property acquisition as the space required would cut into the neighbourhood to the east of Allen Road.

Why doesn't the City just...?



Widen the on-ramp to 4-lanes

- During initial design, a 4 lane model which would allow two lanes of traffic onto the Allen from east and westbound simultaneously was considered.
- This option was determined to be prohibitive due to complications in grading and property acquisition as the space required would cut into the neighbourhood to the east of Allen Road.
- Now, the location of the station entrances would add further complexity to this option

Eglinton / Allen Neighbourhood Traffic Pattern Changes



Why Propose Neighbourhood Traffic Pattern Changes?

Need for quick action

- Major changes to Eglinton / Allen intersection would take years

Induced demand

- Eglinton / Allen intersection improvements will not directly prevent neighbourhood traffic infiltration, as better traffic flow increases further motor vehicle demand for this route

Return quality of life to neighbourhood streets

- Traffic pattern changes that restrict cut-through traffic are the most effective way to improve safety and quality of life, while ensuring that residents can all access their homes, but it becomes inefficient for through-traffic to use residential streets

Proven effectiveness

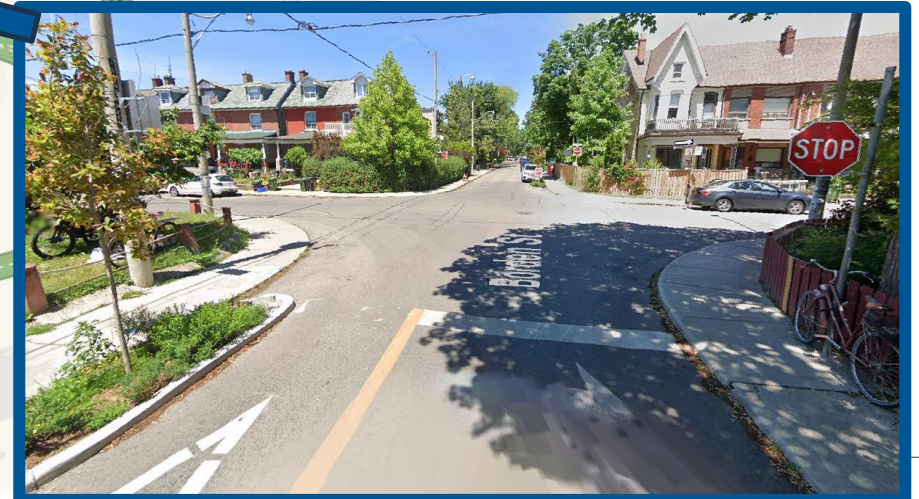
- Examples from neighbouring streets and other neighbourhoods show success and benefits that outweigh inconvenience for residents



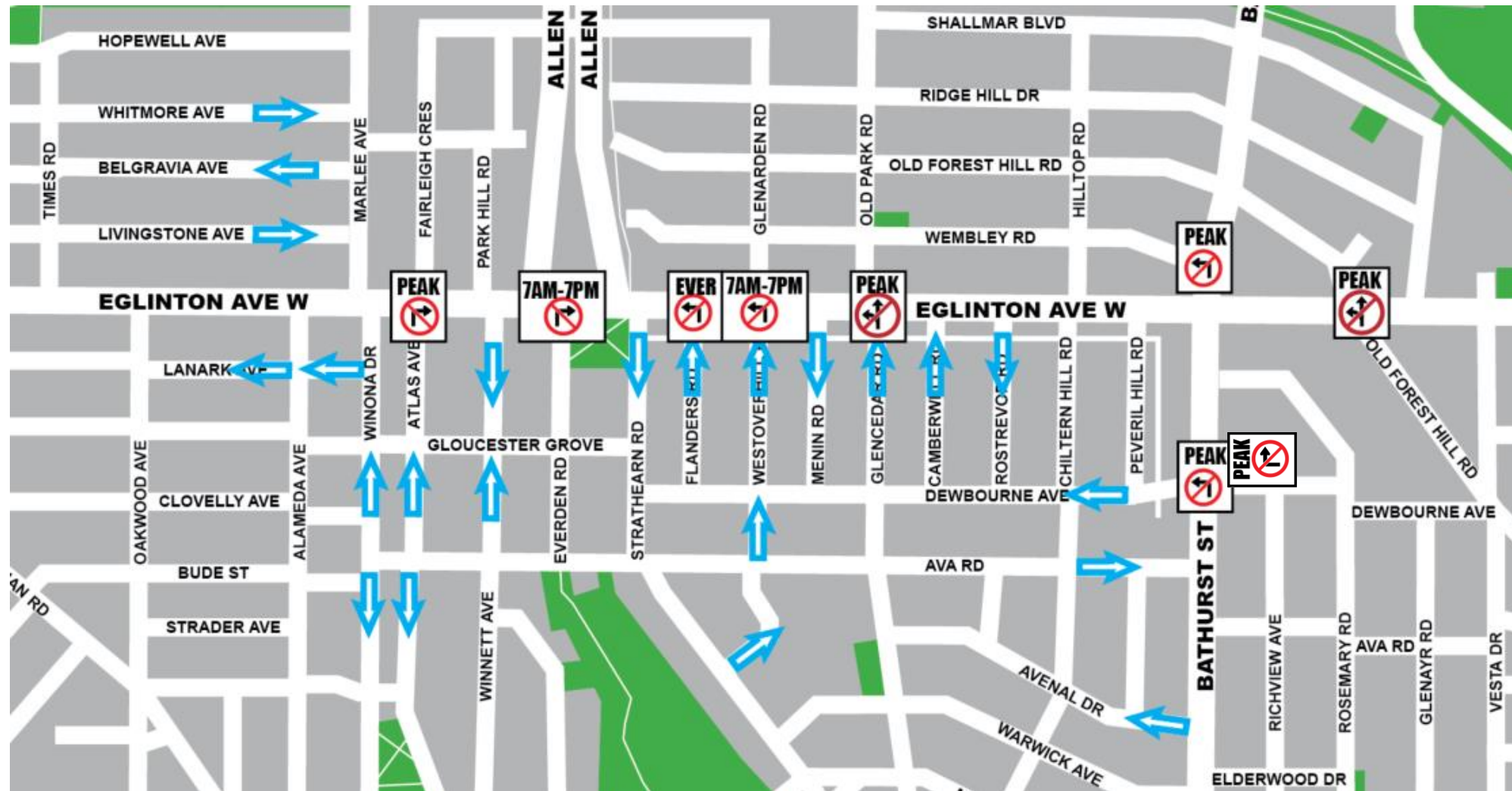
Example of one-way neighbourhood traffic circulation



In the Annex and many other residential neighbourhoods, one-way traffic circulation patterns have been used for decades to successfully provide relief from cut-through traffic.



Existing peak hour turn restrictions and one-way streets



The majority of peak hour turn restrictions in Cedarvale / Upper Village were existing pre-Metrolinx.

Many were removed to facilitate construction traffic.

Most have now been reinstated.

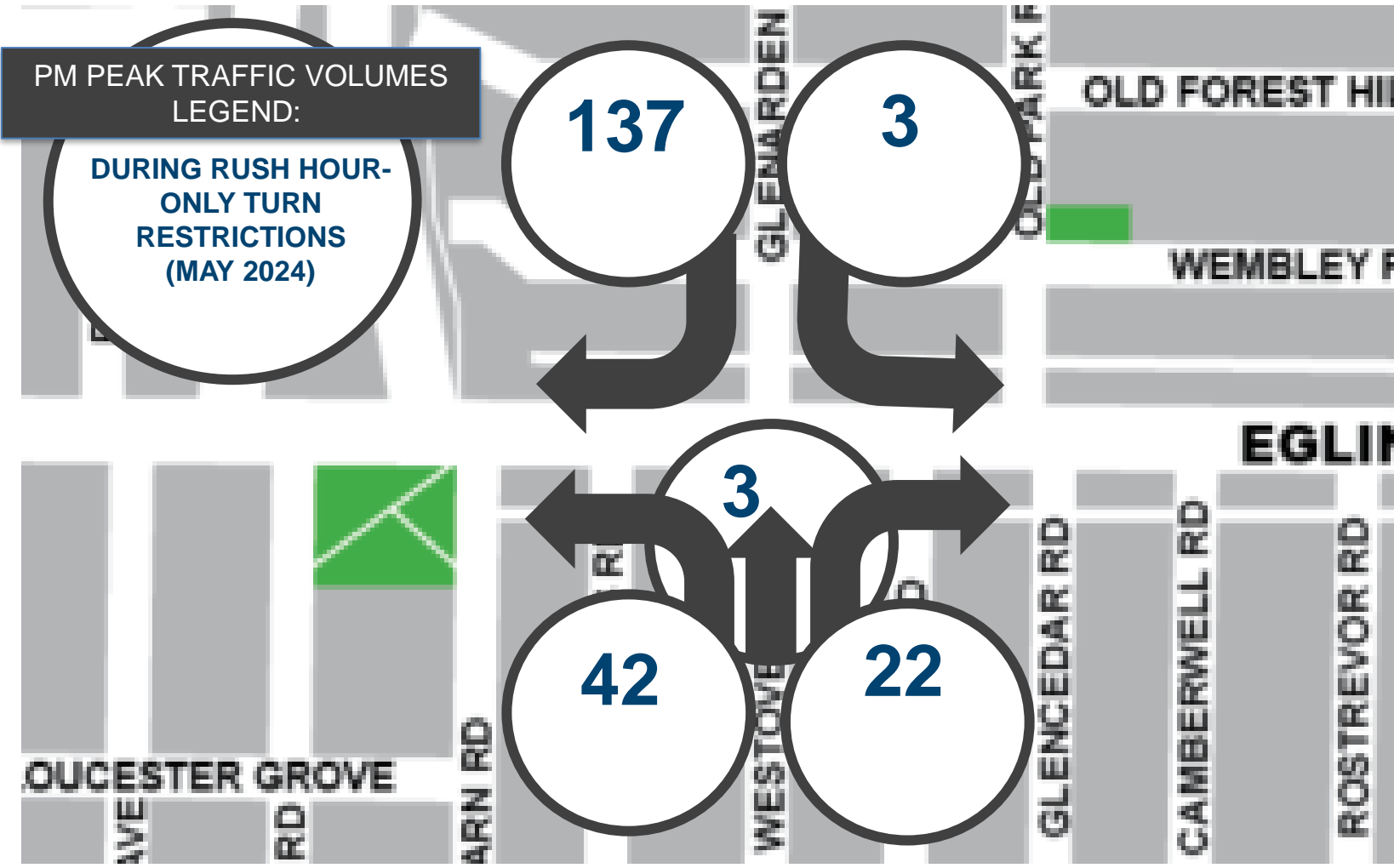
Neighbourhood traffic infiltration hotspots



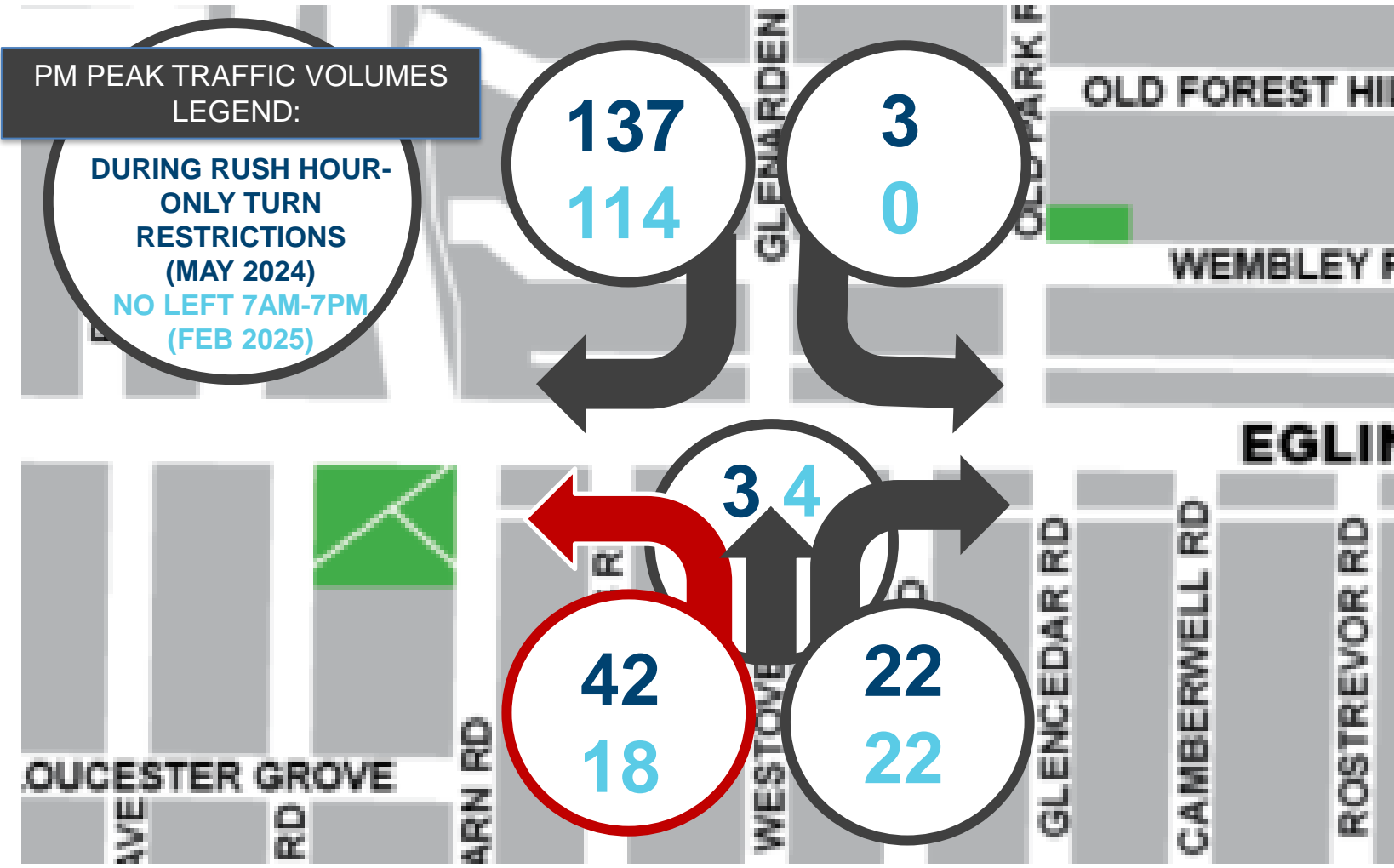
LEGEND:

-  Areas of significant congestion on Eglinton Avenue and approaching streets
-  spillover impacts causing congestion on residential streets

Westover Hill before/after extending turn restrictions all day



Westover Hill before/after extending turn restrictions all day



Opportunity to build on existing restrictions | EXISTING



Not everything has to happen at once.

Solutions can happen in stages with careful monitoring.

- Too much change at once would discourage community support.
- It is difficult to predict what balance of restrictions will be sufficient to satisfactorily deter commuters without unnecessarily inconveniencing residents.
- It is important to decide on subsequent phases while the workshop process is assembled to facilitate future steps.

Example of phased approach | POSSIBLE PHASE 1



Introduce extended turn restriction signage (7 a.m. - 7 p.m.)

- We know that time-sensitive (i.e. rush hour) turn restriction signage is the least effective method of deterring traffic as GPS apps still direct drivers to these routes.
- Extending turn restrictions to all day (7 a.m. - 7 p.m.) allows us to include these restrictions in GPS Apps and redirect commuters.

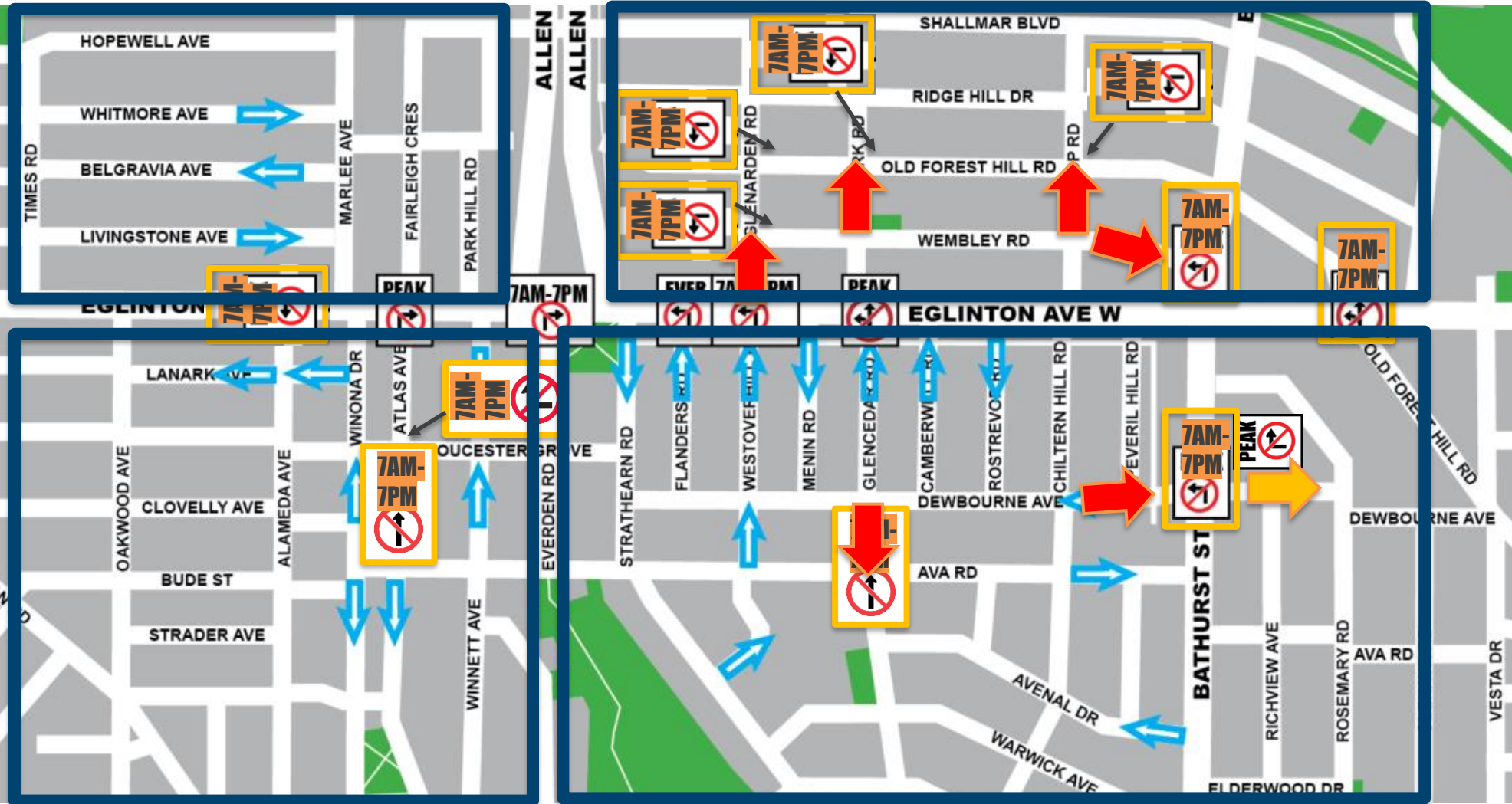
Example of phased approach | POSSIBLE PHASE 2



Introduce small (one-block) segment of one-way streets

- If neighbourhood traffic infiltration persists, small one-block segments can be converted to one way that physically deter problematic routes.

Solutions can be segmented into quadrants:



- Any changes recommended would mainly impact residents in the same quadrant which can facilitate decision-making amongst the neighbours most impacted by any proposed changes.
- Workshop process will focus on quadrant maps to facilitate collaborative decision-making.

Will Neighbourhood Turn Restrictions Make Eglinton Avenue Worse?



PM Peak Traffic Volumes (Feb 2025) . Arrows outlined in red = high volumes of restricted movements

- Low numbers of vehicles (e.g., 50/hr) that cannot efficiently exit can cause high impact on neighbourhood streets
- Redirecting these same volumes to the main streets that are designed for higher volumes (e.g., 1296/hr at Allen on-ramp) has a nominal effect in comparison

Proposed Process for Considering Traffic Pattern Changes:

Feb 2025

- Input from Stakeholder Advisory Group
- Two working group resident meetings

We are here

May 13, 2025

- **Public Virtual Info Session + Workshop Sign Up**

Next

May 26, 2025

- Neighbourhood workshop to discuss options, implications and stages of prioritized changes

Summer / Fall
2025

- Online survey - notice via community mail out
- Submit recommended prioritized changes to Community Council for approval and installation
- Monitoring and implementation of any subsequent phases of implementation as requested by community



IN-PERSON WORKSHOP:



Monday, May 26

6:30 - 8:30 p.m.

West Preparatory Jr.

Public School

70 Ridge Hill Drive

Sit down at large maps with neighbours and subject matter experts to discuss:

- Proposed network of turn restrictions and their role in minimizing cut-through traffic throughout residential streets
- Routes to maintain access for residents
- Benefits and trade-offs of individual turn restrictions within a functional network
- Opportunities for some short segments of one-way streets to reinforce intended restrictions

****Results of the workshop input will be shared with the larger community for input via survey.***

RECAP:

- Northbound traffic demand for the **Allen is the root of the issue**. The City is committed to addressing this, but **it will take time**.
- The City wants to work with the community to identify potential solutions to **move the issue off of neighbourhood streets**.
- The **in-person workshop and follow up survey** will help determine which turn restrictions to prioritize for implementation.
- **Nothing is carved in stone**. Not all changes have to happen at once, and careful monitoring will determine effectiveness of changes and value in any subsequent phases of restrictions (i.e. small segments of one-way)

Q + A

How to Participate



Computer / smartphone / tablet

- Use Q & A panel to type questions.
- For verbal questions, select the Participants button and use the 'Raise Hand' function.



Phone (call-in) participants

- Press *3 to virtually raise your hand and let the moderator know you want to ask a question.
- When it is your turn, the moderator will unmute you.

Did your question not get addressed?

If you have a question that did not get addressed, or have a follow up question, contact us:



Maogosha Pyjor

Senior Coordinator, Public Consultation Unit

Telephone, 416-338-7755

Email eglintonTOday@toronto.ca

toronto.ca/eglintonTOday

NEXT STEPS:

Monday, May 26 In-person workshop

- Input from workshop will inform a survey to be shared back to the broader community for further opportunity to comment on any proposed changes
- Survey feedback will be presented to Community Council for approval and implementation by summer / fall 2025

Thank you!

Workshop registration is now open at:
toronto.ca/eglintonTOday