



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

Public Consultation Report
August 2025

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Consultation Summary

Public and interest group consultation for *Managing Neighbourhood Traffic Issues: Eglinton Allen intersection and neighbourhood streets* took place from February to May 2025.

Consultation activities included one meeting with the eglintonTOday Stakeholder Advisory Group, two interest group meetings with local residents, a virtual public meeting, public drop-in workshop and comment tracking for all related emails and phone calls. Over 500 people attended the virtual public meeting and over 250 attended the workshop along with 235 people providing comments by mail, phone and email on the topic of Eglinton Avenue and Allen Road intersection operations and neighbourhood turn restrictions.

Communications to inform the public and interest groups about the project and opportunities to participate included a project web page, targeted emails to project interest groups, posters displayed throughout the area, flyers distributed by Canada Post throughout the project area bounded by Elm Ridge Drive to the north, Rosemary Road to the east, Strathearn Road and Vaughan Road to the south and Oakwood Avenue and Times Road to the west.

There is a high level of concern for the current operations of the Eglinton Avenue and Allen Road intersection with respect to the volume of vehicles that can access the northbound on-ramp during peak hours in the afternoon and resulting traffic congestion on both Eglinton Avenue and local streets. Much of the feedback emphasized the desire to improve traffic flow to and from Allen Road before proposing other traffic calming measures for local streets.

There is a broad range of opinions about introducing new turn restrictions or traffic diversions (e.g., one-way direction) to limit traffic infiltration on local streets. Some feedback stressed the need for enforcement of current restrictions while others welcomed immediate relief from current conditions with new traffic restrictions on their street. Many residents highlighted the need to balance traffic infiltration measures with resident access to their homes, as well as associated matters like limiting parking along Eglinton Avenue during peak hours to ensure better traffic circulation.

The feedback gathered through this consultation will help City staff to develop recommendations on neighbourhood turn restrictions.

More information about the project can be found at **toronto.ca/EglintonAllen**.

Project Overview

The City has heard from residents regarding the ongoing impact of traffic congestion resulting from the Allen Road on-ramp and impacting neighbourhood streets. To address impacts, the City sought input on a potential near term plan that could include turn restrictions and/or directional changes on some neighbourhood streets to deter cut-through traffic. This plan would accompany improvements to the traffic flow at the Eglinton / Allen intersection.

Overview of Communications and Consultation Activities

Communication Activities

A variety of methods were used to notify people of the project and opportunities to participate:

- Project web page toronto.ca/eglintonTOday (1,935 unique visits)
- Notice delivered through Canada Post (13,468 addresses in the project area)
- E-notification to project area residents (818 contacts)
- Email to interest groups and eglintonTOday stakeholder advisory group (SAG) including resident associations, business improvement associations, community groups and elected officials (107 contacts)

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities which first began by engaging the eglintonTOday Stakeholder Advisory Group to help understand interest and community concerns.

Activity	Date	Participation
eglintonTOday Stakeholder Advisory Group Meeting	February 28, 2025	21 attendees
In-person Interest Group Meeting	April 7, 2025	19 attendees
In-person Interest Group Meeting	April 22, 2025	12 attendees
Virtual Public Meeting	May 13, 2025	525 attendees
Drop-in Workshop	May 26, 2025	261 attendees
Email/Phone	January – June 30, 2025	235 comments received

What We Heard

- Requests to address congestion at Eglinton Avenue and Allen Road intersection.
- Different opinions from residents on how effective additional turn restrictions will be on neighbourhood streets to reduce traffic infiltration. There were requests to not make it more difficult for people to access their homes. There was a range of willingness to accept turn restrictions to lessen traffic infiltration. A key concern was that introducing multiple new restrictions will simply push traffic further into adjacent streets and neighbourhoods.
- Requests to open the underground pedestrian passage/tunnel at Eglinton West and Cedarvale Stations as part of the Eglinton Crosstown LRT immediately and allow for full public access – not just paying transit customers.
- Requests for enforcement alongside both existing and new turn restrictions due to a high degree of non-compliance and therefore low effectiveness of the proposed changes. There were also inquiries about the role of navigation apps and requests to work with the providers to not direct people driving onto local streets. Questions were also shared about exemptions from turn restrictions for residents to access their homes and/or “local only” signs.

- Ongoing frustration following years of construction with still no improved access for residents and concerns that changes to neighbourhood streets will further inconvenience residents.
- Comments that traffic congestion during peak hours starts as early as 2:30 p.m. and lasts until 7 p.m.
- Concern about safety and the increasing frustration and aggressive behaviour by people driving.
- Requests to revisit parking on Eglinton Avenue east of the Allen Road during peak hours.

Virtual Public Meeting

The virtual public meeting/public consultation event held on May 13 included a presentation followed by a Question & Answer (Q&A) period. Participant comments written in the Q&A panel and shared verbally are summarized below:

Topic	Comment Summary
Bikeways	- Bike signal is not warranted at Eglinton Avenue and Avenue Road intersection with few people cycling and the signal causing traffic backlog. - Request to limit people cycling during peak hours like parking removals during peak hours to allow for safer and better flow of traffic. - Suggestion to move westbound bike lane on Eglinton Avenue to south side so that it does not impede access to the Allen Road. - Inquiry for volume of people currently cycling along Eglinton corridor and forecasted once bike lanes are completed between ECLRT Stations.
Eglinton Allen Intersection	- Request to remove the no-right-turn-on-red-light restriction to turn north onto Allen Road as there was less of an issue when there was a dedicated-on ramp to the Allen Road. - Question why traffic flows safely westbound on Lawrence Avenue with continuous right turns allowed north onto the Allen Road but this isn't the case Eglinton Avenue. - Suggestion for yield sign for right turn from curb lane on Eglinton Avenue to northbound Allen Road otherwise traffic wardens needed during peak times. - Question why further study for three-lane option is needed when it can be piloted first with pylons or interim condition. - Request to reconfigure the intersection back to how it was in 2023 before the two-lane turning lanes. - Suggestion to expand from two lanes to four lanes to allow for eastbound and westbound to happen at the same time. - Suggestion to explore on ramp from eastbound Eglinton Avenue on to Allen Road using the parking lot behind the new LRT station at the northeast corner of the intersection to allow the westbound traffic flow to improve and not rely on the light at the intersection. - Allen Road as a highway entrance and should prioritize people driving. - Concern that the right turn has more volume than left turn and the three lanes merged into two is what is causing the problems.

Topic	Comment Summary
Eglinton/Allen Pedestrians	- Requests to open underground pedestrian passage/tunnel immediately and allow for public access. - Concern that driver frustration from traffic congestion around Allen Road & Eglinton Avenue is being transferred to pedestrians on nearby residential streets. - Direct pedestrians to south side of street for slight inconvenience to help traffic flow onto Allen Road. - Suggestion to build a pedestrian bridge. - Request to adjust the length of the 'walk' signals depending on time of day to account for the likely number of pedestrians.
Eglinton Crosstown LRT (ECLRT)	- Concern about potential impacts from people stopping around the ECLRT Station upon opening and compounding congestion problems. - Concern about traffic constantly blocking buses exiting Eglinton West station onto eastbound Eglinton Avenue as the no-stopping zones are completely ignored, with vehicles obstructing the lane. - Once LRT opens, there will be station access on each corner reducing current need by pedestrian to cross Allen Road.
Enforcement	- Proposed changes will not make a difference without enforcement given issues with non-compliance throughout. - Request for police to enforce compliance of four way stop intersections like at Old Park Road. - Request for camera monitoring to confirm traffic moving westbound on Eglinton Avenue and north on Allen Road as this is the highest volume movement which should be prioritized.
Parking	- Parking on Eglinton Avenue causes bottlenecks and slows turns from side streets onto Eglinton Avenue. - Consider removing parking permanently on the north side of Eglinton Avenue and replacing with paid spots on side streets. - Consider removing parking on Eglinton Avenue between Chiltern Hill Road and Allen Road. - Concern about opening of the new parking lot (Strathearn Rd. near Dewbourne Ave.) adding to cars attempting to head eastbound on Eglinton Avenue. - Reconsider parking on the streets (especially in Upper Forest Hill) during peak hours 7-9 a.m. and 4-6 p.m.
Pedestrians	- Suggestion to eliminate pedestrian crossing on the west side of the intersection at Glen Cedar Road and Eglinton Avenue because it is dangerous with cars often blocking the intersection. - Suggestions to move the midblock pedestrian crossing on Eglinton Avenue between Flanders Road and Westover Hill Road to a signalized intersection at Glenarden Road and Eglinton Avenue intersection. - Suggestion for more crossing guards because crossing Eglinton Avenue during peak hours is dangerous especially with children walking to and from school. - Lack of consideration given to pedestrians and pedestrian tunnel access to cross Eglinton Avenue should be open and not fare-protected. - Concern about pedestrian interactions with frustrated drivers on neighbourhood streets.

Topic	Comment Summary
Signage	- Suggestion to place signage on Eglinton Avenue (Bathurst St. to Allen Rd.) earlier to indicate that the right and middle lanes are for northbound turning vehicles onto Allen Road, and the left lane is for through traffic (and TTC transit) to address drivers merging last minute close to Allen Road.
Traffic modelling & data	- Request for data collection on Eglinton Avenue looking east to Bathurst Street and with cameras. - Request for links to all traffic studies. - Clarification requested for onramp capacity and vehicle queueing. - Request to confirm if eastbound traffic volume along Eglinton Avenue at Allen Road is greater than westbound traffic onto Allen Road because anecdotally it seems like there is more traffic going westbound. - Questions about how data collection/traffic infiltration is measured.
Turn Restrictions – General	- Concerns that restrictions without enforcement won't work. - Restrictions will move traffic to other neighboring streets. - Concerns about increasing travel time for residents to access homes. - Turn restrictions are a good start but need to be used with traffic cameras to limit infiltration. - Requests to ticket non-local vehicles and exempt local vehicles. - All streets should be treated the same. - Root cause of traffic congestion is our long-standing car dependence and while the City keeps adding more no-turn signs and one-way streets, it's overcomplicating things without solving anything long-term. - Residents are forced onto Eglinton Avenue to get home. - Suggestion to wait at least one year of operation for Eglinton Crosstown LRT before applying any further restrictions. - Turn restrictions into Oakwood Village & Cedarvale are everywhere already.

Topic	Comment Summary
Turn Restrictions – Street Specific	- Fairleigh Crescent: Street is full of cars after 4 p.m. accessing Allen Road. - Glenarden Road: Proposed right turn restriction onto Eglinton Avenue will multiply the southbound traffic on Old Park Road as west side of Old Park Road (between Ridge Hill and Old Forest Hill) is impossible to access for several hours of the day due to southbound traffic. - Glen Cedar Road: Turn restriction signs are routinely ignored like the no straight/left turn at Eglinton Avenue for 7 a.m.-9 a.m. and 4 p.m.- 6 p.m. - Glen Cedar Road: Street will become the funnel for all northbound traffic to Allen Road. - Markdale Avenue: Consider adding turn restrictions from Bathurst Street as Markdale Avenue is a through street to Glen Cedar with excessive traffic speeding to Eglinton Avenue. - Old Forest Hill Road: Restrictions between Old Park Road and Hilltop Road will not improve gridlock from people turning right onto Old Forest Hill Road from Eglinton Avenue. - Old Forest Hill Road: Support for strategies presented like no left turn from 7 a.m. - 7 p.m. west on Old Forest Hill Road to Old Park Road and Glenarden Road. - Ridge Hill Drive: Suggestion to restrict vehicles going through from Vesta Drive during afternoon peak hours because people are using the light to cross Bathurst Street and causing major backups onto Ridge Hill Drive to get to Allen Road. - Wembley Road: Left turn restriction onto Glenarden Road will make Old Park Road worse. - Winona Drive: Concern about new restriction signs placed without consultation. - Request to restrict left turns onto Eglinton Avenue from all northbound one-way streets in Cedarvale (i.e., all or none). Either enforce it or allow all northbound traffic to flow and relieve focus on one or two-way streets like Camberwell Avenue. - Suggestion to make Cedarvale and Upper Village no entry all day 7 a.m. - 7 p.m. except for local traffic. - Concern that only streets on the east side of Allen Road are being considered and as a result all traffic backlog is either on Atlas Avenue, Winona Drive and Alameda Avenue.
Traffic Diversion, one-way streets	- Request that Winnett Avenue (between Eglinton Ave. & Gloucester Grove) remain one-way but with local traffic only sign (no exit on Eglinton Ave.) in short term as option to get out of the Atlas-Marlee-Everden Road blockage because wait times are 20-40 minutes to travel one to three blocks.
Turn Restrictions Westover Hill Road	- Since the turn restrictions were added to Westover Hill Road, adjoining streets have had increased traffic like to Glen Cedar Road and area north of Eglinton Avenue. - Traffic is now on Atlas Avenue to get on the Allen Road. - Inquiry about how Westover Hill residents get off their street with one-way direction and no turns 7 a.m. - 7 p.m.

Topic	Comment Summary
Traffic Operations - General	- Questions about the role of navigation apps like Waze or Google Maps in creating some of the traffic issues and can those apps be engaged to help solve them. - Inquiries about using AI or signal automation to optimize traffic flow. - Apps have routed motorists through neighbourhood from as far as construction on the Gardiner.
Traffic Operations - Street Specific	- Camberwell Road: Concern about how street will fare with area restrictions. - Glen Cedar Road: Frustration that residents cannot get out of their driveways. - Old Park Road: Question about how proposal will deal with southbound traffic from Elmridge Crescent. - Wembley Road: Concern about access to Eglinton Avenue because it is so backed up. - Inquiry to confirm that the traffic infiltration is in fact cut through traffic.
Traffic Agents	- Support for positive results from traffic agents at Old Park Road and Eglinton Avenue. - Request to deploy traffic agents to the Eglinton Avenue/Allen Road intersection on a permanent basis or until things improve.
Other	- Proposed RapidTO Bathurst and dedicated bus lanes will cause more traffic congestion, more frustration and more traffic infiltration onto residential streets. - General concerns about how new area developments and parking garage access will further impact traffic flow. - Overall timeline feels slow for both restrictions and intersection redesign.

Drop-in Community Workshop

At the May 26 public drop-in event, attendees were able to view maps about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Eglinton Allen Intersection	- Requests to allow right turn on red northbound onto Allen Road. - Requests for pedestrian access through Eglinton West and Cedarvale Stations tunnel (Metrolinx jurisdiction) and accessible to all pedestrians. - Requests to remove bike lane on Eglinton Avenue east of Allen Road with suggestions to align on south side of street or alternative route. - Requests to remove the signalized pedestrian crossing between Flanders Road and Westover Hill Road as too close to Allen Road ramp. - Requests to improve access capacity to Allen Road with three or four lane configuration. - Requests for pedestrian bridge in place of on street access north side of Eglinton Avenue. - Median prevents flow and adds more confusion to vehicle movements. - Traffic agents are effective to move traffic through intersection. - Concerns about safety of pedestrian movement southbound. - Request for no parking on Eglinton Avenue between Allen Road and Alameda Avenue. - People driving eastbound on Eglinton Avenue are not aware that there are two turning lanes onto the Allen Road and request overhead signage. - Request to restrict left turn from parking lot on Eglinton Avenue just east of Allen Road on ramp. - Request to add flex post type of divider on Eglinton Avenue at Flanders Road to prevent northbound left turn.

Topic	Comment Summary
Cedarvale Neighbourhood	- Bathurst Street: Request to prevent left turns from Bathurst Street as source of traffic infiltration into Cedarvale. - Camberwell Avenue: Requests to remove parking between 3-6 p.m. to provide two travel lanes. - Camberwell Avenue: Request to close to traffic at Eglinton Avenue. - Croydon Road: Lack of sidewalks and unsafe conditions for pedestrians and school age children. - Croydon Road: Speed problem would worsen if traffic diverted from changes to Ava Road and Glen Cedar Road. - Dewbourne Avenue: Requests for one-way street with no eastbound through across Bathurst Street. - Dewbourne Avenue: No changes between Bathurst Street and Chiltern Hill Road so residents can access their homes. - Everden Road: Requests to bring back stopping traffic as was done during construction. - Everden Road: Requests to reinstate “no through traffic” at Gloucester Road. - Glen Cedar Road: Different opinions about intersection with Eglinton Avenue and whether to allow straight northbound from right lane, allow left only, allow right only, or allow one-way south direction. - Glen Cedar Road: Support and opposition for existing bike lanes. - Glen Cedar Road: Requests to extend turn restriction from 7 a.m.-7 p.m. - Westover Hill Road: Request to switch one-way direction between Dewbourne Avenue and Ava Road. - Winona Road: Different opinions on routing traffic. - Proposed turn restrictions at Ava Road and Glen Cedar Road are unreasonable and will make it difficult for resident on Glen Cedar Road and Camberwell Road to access their homes without lengthy detours. - Some residents are willing to back track via Bathurst Street to get home.

Topic	Comment Summary
Old Forest Hill North Neighbourhood	- Bathurst Street: Suggestions to increase signal time for left turn northbound to Eglinton Avenue West westbound. - Glenarden Road: Different opinions about one-way street change. - Old Forest Hill Road: Requests to reduce restriction time to 7-9 a.m. and 4-6 p.m. - Old Forest Hill Road: Consider bike route instead of Eglinton Avenue West. - Old Forest Hill Road: Concern that any proposed restrictions for OFHR will add more traffic infiltration to nearby streets like Ridge Hill Road and Shallmar Boulevard. - Old Forest Hill Road: Request for one-way to Glenarden Road and one way down Glenarden Road. - Ridge Hill Road: Requests to restrict through movement across Bathurst Street. - Ridge Hill Road: Request no left turn restriction to Glenarden Road Monday - Friday 7 a.m.-7 p.m. otherwise, restrictions from no left turn from Old Forest Hill Road and Wembley Road will divert traffic to Ridge Hill Road. - Wembley Road: Requests to restrict right turn from Bathurst Street from 7 a.m.-7 p.m. - Wembley Road: Question about why No Parking sign has been missing for so long. - Wembley Road: Do not to make one-way. - Requests for no parking on west side of Glenarden Road between 3-7 p.m. and south sides of Wembley Road, Ridge Hill Road and Old Forest Hill Road. - One-way streets make it too difficult for resident access.
Marlee Avenue and Neighbourhood	- Fairleigh Crescent: Request to add left turn restriction at Fairleigh Crescent and Eglinton Avenue. Comment that left turn restriction at Park Hill Road makes Fairleigh Crescent the only cut through alternative. - Fairleigh Crescent and Whitmore Avenue: Comment that there is a spillover of people accessing Allen Road that are trying to avoid Marlee Avenue and Eglinton Avenue intersection. - Roselawn Avenue: Is a source of traffic congestion. - Concern that bike lane negatively impacts traffic flow. - Difficult to cross as a pedestrian with few crossing options.
Oakwood Village Neighbourhood	- Atlas Avenue: New restrictions will limit access for residents, particularly north of Gloucester Grove. - Atlas Avenue: Street is backed up to Ava Road weekdays and weekend afternoons. - Atlas Avenue: People driving the wrong way and speeding. - Vaughan Road: Request for new cross walk east of Winona Avenue. - Winnett Avenue: New restrictions will make access for residents more difficult. - Winnett Avenue: Current turn restrictions at Eglinton Avenue and Winona Avenue make for difficult access (i.e., only southbound street near Eglinton Avenue). - Bulk of the problem for this area begins at entry points like Bathurst Street and Vaughan Road with requests to restrict people entering the neighbourhood from these points.

Topic	Comment Summary
Enforcement	- Requests to enforce current restrictions before introducing new ones. - Requests for cameras in place of no enforcement of existing and new turn restrictions. - Concern about vehicles running through stop signs in school areas.
Parking	- Requests to extend no parking along Eglinton Avenue. - Comments that vehicles parked on Eglinton Avenue after 9 a.m. and 6 p.m. create traffic problems. - Suggestion to alternate parking (e.g., 1-15th of month on one side and then alternate rest of month).
Turn Restrictions	- Concern that more restrictions will result in more traffic congestion. - Requests for stickers or permits to exempt residents from restrictions. - Acknowledgement of widespread noncompliance of restrictions. - Suggestion to consider turn restrictions on monthly basis to share the measures between neighbouring streets (e.g., one month people can turn on Winette Avenue, next month people can turn on Atlas Avenue). - Requests for "local traffic only" signs.
Other	- Condo development at Marlee Avenue will negate efforts to improve traffic flow by adding more vehicle traffic to area. - Concern about p.m. traffic congestion on Glencairn Avenue because of poor Allen Road access. - Comments about coordinating with development projects and traffic management during construction periods. - TTC buses (32, 63) are also stuck in traffic and need to move faster. - Suggestion to work with the schools to stagger start and end times to help spread the traffic in area.

Interest Group Feedback

Preliminary discussion about potential options to minimize traffic infiltration on neighbourhood streets before consulting with broader community participation involved meetings with residents, Cedarvale Upper Village Community Group and Councillor representatives. The comments received are summarized below from meetings on April 7 and April 22:

Monday, April 7, 2025

Street/Topic	Comments
Ava Road	- Suggestion that Ava Road be considered as an alternate bike lane route to Eglinton Avenue.
Camberwell Road	- Traffic infiltration is forced onto Camberwell Road where vehicles are parked on the road, further restricting the flow. At a minimum, parking should be restricted between 4 p.m.- 6 p.m. - Suggestion for no left turn west of Camberwell Road after 4 p.m., however drivers are still making left turns illegally.
Chiltern Hill Road	- Suggestion to restrict traffic on Chiltern Hill Road because drivers (i.e., people going to the Allen) are going the wrong way, the same issues exist on Glen Cedar Road. Noting again that restrictions without enforcement won't work.
Dewbourne Avenue	- People driving are avoiding the traffic on Eglinton Avenue and taking Dewbourne Avenue instead. - Support for turn restrictions because provides short term relief. Currently, unable to get on or off street for hours in the afternoon with personal accounts of people driving on the opposite side of the one-way street and even on the sidewalk.

Street/Topic	Comments
Elm Ridge Drive	- Concern that after 3 p.m. traffic is backed up and residents can't get across, forcing people to drive north to avoid it. Restrictions needed from Old Forest Hill Road and going south.
Glenarden Road	- Currently there is no restriction when turning onto Eglinton Avenue.
Old Forest Hill Road	- Request to restrict drivers from making a right turn onto Old Forest Hill Road from westbound Eglinton Avenue. - Right turn onto Old Forest Hill Road from Eglinton Avenue eastbound is missing. - Comment that residents north of Eglinton Avenue need to be aware of these changes before they are made. - Concern with getting home and cannot support 24 hour turn restrictions on Old Forest Hill Road.
Westover Hill Road	- Question about where traffic dispersed to after turn restrictions were imposed on Westover Hill Road.
Wembley Road	- Laneway (south of Wembley Road) is often blocked by contractors using the alleyway so cannot be counted on as an alternative route. - Concern that people are parked all day – with no restrictions, cars are parked all the way up to the corner.
Allen Intersection	- Root cause of the traffic problem is the Allen intersection. Suggestion to have a ramp for pedestrians & cyclists and return to 2013-era free flowing traffic. - When the LRT opens there should be a way to limit pedestrians crossing to the north side as they are blocking the vehicles from turning.
Eglinton Crosstown LRT	- Direct pedestrian access to the LRT underground and have a fence so people cannot cross into the street. - Number of drivers using the Allen are not going to be impacted by the opening of the LRT. - Drivers don't obey the traffic signs unless there is police enforcement. - Traffic intervention before the LRT is completed is short-sighted and we should wait (some meeting attendees don't agree).
Enforcement	- Opposed to turn restrictions unless they are enforced 100%, because traffic will come into the neighbourhood. - An enforcement blitz is needed for the extended restrictions on Old Forest Hill Road to remind drivers of the changes.
Signal Timing	- The lowest hanging fruit is the timing of the signal lights. The bicycle light is green even when there are no cyclists.
Traffic Modelling	- Has the City studied and modelled the presented options. - The City used 'no growth factor', however the presentation references the huge amount of current development in Toronto by the number of cranes in the sky.
Turn Restrictions	- Many of the attendees are in favor of putting in turn restrictions to deal with traffic infiltration into neighbourhood streets. However, fewer attendees were in favor of changing traffic direction to one-way on their neighbourhood streets, to prevent infiltration.

Street/Topic	Comments
Other Comments	- Disagreement with addressing current issues separately from long-term street design. Believes reducing traffic lanes via complete street project won't solve cut-through traffic and will worsen congestion to Allen Road. - People always find other routes to avoid traffic. - Not convinced on how well lane restrictions are working west of Avenue Road. Drivers are better off going through side streets to get to shopping. We should not be restricting traffic at the same time when traffic is increasing. The bike lanes are creating traffic jams and takeaway from the look of the city. - This meeting proposes to address short term solutions – why do we think these discussions will go anywhere or make a difference. - How does the proposed approach to neighbourhood traffic infiltration improve traffic flow onto Eglinton Avenue. - Traffic issues including infiltration is worse north of Eglinton Avenue than it is south of Eglinton Avenue. - The plan to address neighbourhood traffic infiltration should reference parking.

Tuesday, April 22, 2025

Street/Topic	Comments
Bathurst Street to Strathearn Road	- Request no left turn onto Strathearn Road. - Northbound traffic is worse on Bathurst Street south of Strathearn Road as people are waiting to make a left turn onto Strathearn Road and traffic is backed up.
Crossing Guard Flanders Road	- Request for crossing guard at Flanders Road mid-block crossing for greater safety.
Data	- Request for data to prove if drivers are turning into neighbourhood streets because of map apps or on their own. - Request for holistic neighbourhood-wide traffic study. - Question if restrictions will be based on data.
Glenarden Road and Marlee Avenue	- Traffic lineup on Glenarden Road from Marlee Avenue going eastbound is not addressed and is a significant problem due to the new development on Marlee Avenue.
Monitoring	- Request for monitoring and/or modifying proposed plans that may result in negative consequences.
One-Way Laneway North of Eglinton	- When one-way restrictions were added to the laneway south of Eglinton Avenue, traffic safety improved.
Parking Restriction	- Inquiry about a parking petition with 60% of neighbours' signatures being used to change parking restrictions. - Parking restriction requested for Camberwell Road because essentially one lane with parking.
Pedestrians No Pedestrian Crossover (PXO) at Eglinton/Allen	- Propose experiment that tests the validity of restricting pedestrian access at the on-ramp to traffic management teams i.e., removing pedestrians from the Allen/Eglinton intersection completely and using the extra 15 seconds gained per cycle to increase the traffic turning movement time for one month (pedestrians can cross Eglinton Avenue mid-block or via the underground entrance). - Review the functionality of the on-ramp pedestrian push button to walk from south to north.

Street/Topic	Comments
Priority Bus Lanes	- Concern about the proposed installation of priority bus lanes on Bathurst Street that will result in more infiltration onto residential streets.
Restrictions	- Consensus that the easiest and quickest solution to limit entry into the neighbourhood is to introduce extended turn restriction signage (7 a.m. -7 p.m.). - Extending turn restrictions to all day (7 a.m. -7 p.m.) allows City to include these restrictions in GPS Apps and redirect commuters. - Suggestion to create temporary turn restrictions prohibiting cars turning onto Eglinton Avenue from all roads running north of Eglinton Avenue, with an exception for residents who live on those streets. - Restrict ALL traffic (no right, left or straight across Bathurst), rather than limiting left turns at Dewbourne Avenue, which will help traffic on Camberwell, Glen Cedar, Westover Hill etc. (i.e., NO ENTRY between 7 a.m. -7 p.m.). - Request for turn restrictions on Dewbourne Avenue to make it one-way eastbound from Chiltern Hill Road. - Currently there are turn restrictions from Bathurst Street to Dewbourne Avenue, although it does not come up on Google maps and it does not stop drivers from turning there. - Restrict access onto Old Forest Hill Road from Eglinton Avenue. - How far do we go with turn restrictions. - Concern that turn restrictions result in longer lineups on Bathurst Street northbound waiting to turn onto Eglinton Avenue.
Ridgehill Drive and Glenarden Road	- Concern that traffic restrictions will result in traffic backing up on Ridge Hill Drive and Glenarden Road. - Suggestion that Ridge Hill Drive should also have turning restrictions to deter traffic congestion on this street.
Traffic Congestion	- Traffic congestion will still exist whether on neighbourhood streets or on the major roads such as Bathurst Street and Eglinton Avenue. Moving the traffic from the neighbourhood streets onto Eglinton will not solve the core problem, which is the Allen/Eglinton intersection. Traffic lights should be timed to allow traffic to move quickly through and away from the Eglinton/Allen intersection and down the street to promote faster traffic flow.
Traffic Signals	- Request that the traffic management team reconsider the location of the Flanders Road and Rostrevor Road signals to Westover Hill Road and Chiltern Hill Road respectively.

Additional Feedback

The comments received through phone and email are summarized by street and topic below:

Street/Topic	Comments
Atlas Avenue	- Request to remove the no right turn restriction northbound Eglinton Avenue as everyone still turns here. - Myriads of one-way streets south of Eglinton Avenue, and Atlas Street is backed up every day with people trying to get onto the Allen Road.
Avenal Drive	- Left turn restrictions from Bathurst Street to Avenal Drive from 7-9 a.m. and 4-6 p.m. (Monday to Friday) are routinely ignored.

Street/Topic	Comments
Camberwell Road	- Currently very difficult to turn onto Eglinton Avenue as cars are stopped at the Old Park Road light so there is no room to turn left given the volume of stopped cars. - Suggestion for signal to turn red several seconds before the light at Old Park Road so vehicles can cross through intersection, and it give enough space for cars to turn from Camberwell Avenue to Eglinton Avenue. Or suggest change to sequencing at Rostrevor Road so that the vehicles between Rostrevor Road and Old Park Road can cross Old Park Road but leaving a gap so cars can turn from Camberwell Road onto Eglinton Avenue. - Street is so congested that left turning and right turning vehicles onto Eglinton Avenue block each other's movements.
Chiltern Hill Road	- Beautiful 80-year-old red cobble brick (north of Dewbourne Ave.) is now destroyed by heavy trucks and through traffic. - Dangerous pedestrian crossing with Hilltop Road and Chiltern Hill Road as intersection can be blocked with vehicles when pedestrians are crossing. Configuration of this intersection also needs to be addressed because this intersection sees high volumes of pedestrians due to distance from other nearby crossings.
Dewbourne Avenue	- Traffic infiltration (west of Bathurst St.) is from people avoiding Eglinton/Bathurst intersection. - Over decade old no turn restriction between 4 p.m. and 6 p.m., west from Bathurst Street helped to manage flow at busy times. - Concern that disallowing left turns from Bathurst Street to Dewbourne Avenue will divert traffic to Warwick Avenue and Strathearn Road, creating an equally bad situation on those streets. - Support for one-way between Pervill Hill North and Bathurst Street both for safety and to relieve the congestion.
Glenarden Road	- Congestion has intensified from 2 p.m. to 6:30 p.m. daily, including unexpected times such as Sunday mornings, with neighborhood inundated by "road-raging commuter cars". - Concern about safety of children walking to school.
Glen Cedar Road	- Request to remove west side pedestrian signal at Eglinton Avenue signalized intersection with remaining east side option because affects turning movements. - Has taken brunt of traffic from other streets with restrictions. - GPS instructs drivers to drive down Glen Cedar Road and make a right followed by a U-turn to get around the illegal turn restriction. - Restricting access northbound on Glen Cedar Road will further divert traffic to Strathearn Road.
Gloucester Grove	- All the traffic comes from Winnett Avenue and turns onto Gloucester Grove. - A child and nanny were hit by a car at the intersection of Winnett Avenue and Gloucester Grove. - Request to open Winnett Avenue and Strathearn Road to two-way traffic because people are left with few options and use Gloucester Grove to Allen Road.

Street/Topic	Comments
Marlee Avenue	- Request to allow right turn on red from Eglinton Avenue to make travelling north on Marlee Avenue easier and reduce traffic in the area. - People driving east on Eglinton Avenue don't wait until the Marlee Avenue intersection is clear before driving across, thereby blocking the intersection during red lights. As a result, cars on Marlee can't turn left onto Eglinton Avenue and backs up traffic on Marlee Avenue.
Menin Road	- Frustration that residents are unable to leave street by car during certain times of day. - Concern that taking traffic from Westover Hill Road's all day turn restrictions. - Street has never reverted to pre-construction signage which restricted entry into the neighbourhood during peak hours. As a result, because turns off Eglinton Avenue are allowed 24/7 there is significant traffic generated onto both Ava Road which has a light onto Bathurst Street and Dewbourne Avenue.
Old Forest Hill Road	- Support for proposed no left-hand turn restriction from 7 a.m. to 7 p.m. at Eglinton - Suggestions for no right-hand turn restriction onto Old Forest Hill Road 7 a.m. to 7 p.m. from westbound Eglinton Avenue. - Suggestion to restrict turns onto Old Forest Hill Road from Eglinton Avenue as an initial response. - Compliance low at Eglinton Avenue and Old Forest Hill Road intersection for no crossing northbound from 4-6 p.m.
Oakwood Avenue	- No permitted left turns onto Eglinton Avenue from the side streets as this creates long queuing issues on the side streets and trying to access Oakwood area.
Ridge Hill Drive	- Traffic plan needed for streets around West Prep. Jr. Public School. - Suggestion for no straight through Ridge Hill Drive at Bathurst Street. - Suggestion for no turn restriction along Shallmar Boulevard and Ridge Hill Drive because if not, redirection will happen somewhere else.
Strathearn Road	- Street sign missing at Eglinton Avenue.
Wembley Road	- Support the proposed no left-hand turn restriction from 7 a.m.- 7 p.m.
Westover Hill Road	- Support for traffic diversion plan, to make small block of Westover Hill Road from one-way north to one-way south between Dewbourne Avenue and Ava Road.
Winnett Avenue	- Concern with Ava Road intersection (across JR Wilcox School) and combination of traffic, frustrated people and many children in the area need to restrict access right from Bathurst Street or Vaughan Road. - People are also using Vaughan Road to turn onto Winona Avenue, then Belvedere Avenue, to Atlas Avenue, to Winnett Avenue and then joining all of the gridlock to try to get to Eglinton Avenue. Concern that traffic diversion and restrictions will affect home access. - Request that between Eglinton Avenue and Gloucester Avenue should remain one-way with enforcement as many regular accounts of dangerous and wrong way driving.

Street/Topic	Comments
Winona Drive	- Remove "Do not enter from 7 a.m.-7 p.m." on Winona Avenue and Alameda Avenue because the only neighbourhood access is southbound on Everden Road. If there are any restrictions added to Everden Road going southbound from Eglinton Avenue will create further barrier to get into subdivision coming off the Allen Road. - Suggestion for northbound Winona Drive to have a no left turn sign during peak hours as traffic gets jammed waiting behind. - Before construction there was a sign at the intersection with Eglinton Avenue stating, "no entrance 7 a.m.-7 p.m. bicycles excepted". When the sign was put back after the construction, the "bicycles excepted" was no longer there. Request to repost so people cycling do not get a ticket going down street during the day.
Allen Eglinton intersection	- Comments that Allen-Eglinton operated better before construction (2012). - Requests for all pedestrian access to West Eglinton through the Cedervale ECLRT Station entrances which will remove the need for pedestrians to cross Eglinton Avenue at street level. - Suggestions for additional travel lanes to access Allen Road: - o Reinstate three simultaneous northbound on-ramp lanes - o Consider extending/widening one lane for the double left hand turn merge (one lane west side for 300 meters) - o Provide two right turn lanes onto Allen Road continuously - Request to remove left turn from Eglinton Avenue onto Strathearn Road. - Suggestions to permit right turn on red. - Suggestions to install overhead lane directional signage. - Suggestions to remove the eastbound island. - Suggestions to increase duration of green light for vehicles accessing Allen Road and from both directions. - Suggestions with reconfiguration, to have both signals green for simultaneous northbound access from both eastbound and westbound traffic. - Consider traffic signal for buses. - Requests to move bike lanes onto a residential route (e.g., Old Forest Hill Road) or onto south side of Eglinton Avenue so as not to impede Allen Road access. - Suggestions for congestion tolls on Allen Road or HOV lanes on Allen Road. - Question about what happened to the sign showing wait times on Allen Road southbound before the Lawrence exit. - Bike signal further complicates traffic issues and congestion. - Many people driving don't know that two lanes enter the Allen Road northbound from Eglinton Avenue and suggest moving signage further back with arrows painted on the road.

Street/Topic	Comments
Enforcement, Cameras	- Nothing the City will do can deter traffic if bylaws are not enforced. Current noncompliance is throughout the area regardless of time of day. - Requests for cameras at no turn intersections. - Most of the Allen Road-related problems around the Gloucester Grove-Everden Road intersection would be dealt with if the existing bylaws were consistently enforced. - Request for camera at Eglinton Avenue and Flanders Road/Westoverhill Road because people driving west on Eglinton Avenue continually go through the red light, block the intersection and cause pedestrians and people using motorized scooters to walk behind cars or wait for the next light.
Parking	- Requests to remove parking on Eglinton Avenue between Bathurst Street and Allen Road with some suggestions for keeping it on the north side and others for keeping it on the south side. - Suggestion to require parking permits. - A single car parked on the north side of Eglinton Avenue is disruptive for traffic flow. - Suggestion to limit parking on weekdays on Old Park Road (east side) at Eglinton Avenue as it currently allows parking until 4 p.m. but the traffic is all backed up to access Eglinton Avenue, and then the cars are parked along the opposite side of the road preventing movement. - Suggestion for no parking after 2 p.m. instead of 4 p.m., or weekends only. - Suggestion for no parking on Old Forest Hill Road, Wembley Road, Old Park Road, and Glenarden Road together with lane markings to show two lanes westbound and one eastbound on Old Forest Hill Road and Wembley Road with lane markings to show the centre lane is the turn lane south.
Safety	- Many children walk home from area schools during high traffic times and are vulnerable to the frustrated, angry people who drive and violate traffic rules, drive in the oncoming lane to pass and proceed improperly through intersections. - Concern that level of traffic congestion impedes emergency vehicles response times.
Signals	- Request to allow longer time for vehicles to turn onto northbound Allen Road. - Requests to remove the signalized pedestrian crossing between Flanders Road and Westover Hill Road as too close to Allen Road ramp. Suggestions that people can use signalized crossing at Glen Cedar Road instead. - Suggestion to try dynamic crosswalk timing (if there is no one there, not activated).
Signage	- Suggestion for overhead signs to be positioned as far back as Fairleigh Crescent to help identify lanes (e.g., see Dufferin Street southbound going through the EX grounds has an effective sign identifying the lanes for the Gardiner).

Street/Topic	Comments
Traffic diversion – One-way streets	- Suggestion for series of one-way streets diverting cars to use Eglinton Avenue West or Roselawn Avenue for their east-west travel towards Allen Road. - Consider changing either a whole block or a section of a block for some of the east-west residential roads to one-ways, discouraging commuters from using the residential roads between Dufferin Street and Marlee Avenue as a shortcut to bypass the usually very busy section of Eglinton Avenue. The reasoning for the "mid-block" changes from a two-way to a one-way on Hopewell Avenue and Livingstone Avenue is to minimize the disruption to the higher density sections of these streets and their residents. - People are already driving the wrong way on one-way streets out of frustration (e.g., Old Park Road).
Traffic Agents	- Requests for Traffic Agents at Eglinton / Allen and Eglinton / Marlee intersections on a regular basis or until intersection is redesigned. Some concern about how effective wardens can be with goal of moving traffic versus dealing with noncompliance.

Street/Topic	Comments
Turn Restrictions	- How will Cedarvale residents turn westbound onto Eglinton Avenue with proposed restrictions. - Support to divert traffic off residential streets onto more major streets. - Restrictions will not solve problem of traffic infiltration on residential streets because too many people need to access the Allen Road. - Making the area around this intersection full of restricted turns and one-way streets emulates some of what already exists to the south and west and is just as congested and confusing to travel through. - Requests for residents to be exempt from turn restrictions. - Suggestion to work directly with Google Maps, Waze and Apple Maps instead of adding new all day turning restrictions on side streets in an effort to "influence the algorithms" which would unnecessarily further impede residents from accessing Eglinton-Allen. - Turn restrictions from 7 a.m.-7 p.m. is not conducive for local residents that live in the area and should be limited to rush hour traffic with some restrictions on the weekends only. - Restricting turns onto Hilltop Road, Old Park Road and Glenarden Road from Old Forest Hill Road and one-way streets will only impede movement of residents on their neighbourhood streets. - Consider extending restriction times as traffic starts earlier and lasts longer, spreading to the weekends. - Suggestion to consider 3-7 p.m. restriction instead of 7-7 p.m. restriction to help with resident access and movement. - City needs to employ a fair approach for all residential streets and calm area throughout. - Consider full restrictions from Bathurst Street into Cedarvale streets. - Consider removing restrictions for peak hours on Glen Cedar Road and open more streets to allow traffic to make the westbound turn onto Eglinton Avenue and therefore ensure there is balanced traffic. - Having too many restrictions will only cause more frustration and doesn't address the root cause.
Other	- Development in Marlee Avenue area will supersede any short-term improvements, with residential growth and further impact traffic and congestion. - Consider making the Allen Road a linear park.