

**Date:** Monday, October 6, 2025

**Meeting Type:** In-Person

**Start time:** 4:00 p.m. **End Time:** 6:00 p.m.

### Project Overview:

In February 2025, a City Council motion was brought forward to initiate a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection to address the current high level of congestion and neighbourhood traffic impacts, identify necessary resources to complete this work [\[MM26.12\]](#). 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.

### Meeting Objectives:

Following two previous interest group meetings on April 8 and April 28, public virtual meeting on May 13 and a community workshop on May 26, this meeting provided a follow up on a phased approach to minimize traffic infiltration on neighbourhood streets before consulting with broader community participation.

### Meeting Overview:

A presentation was provided by Kelsey Carriere, Senior Project Manager at Transportation Services on a revised two-phase neighbourhood traffic pattern changes plan to minimize inconvenience to residents while addressing current congestion hot spots. Printed draft materials of the presentation, survey questions and maps were provided as reference for discussion and feedback.

### Discussion:

Below is a record of key points, concerns and responses.

| Topic                                | Questions & Comments                                                                                             | Project Team Answers                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Eglinton Allen Intersection Redesign | Recommendation that every meeting needs to start with Eglinton Allen Redesign update.                            | Noted. The next meeting will be arranged with the new Project Manager for the Redesign.                                                                                                                                                                                                                                                                                                                                                                                             |
| Eglinton Allen Intersection Redesign | Concern that cars are moving slower in the eastbound direction than required because of darkened traffic lights. | The darkened eastbound traffic signals are intentional. They are called “limited vision traffic signal heads”, and their purpose is to allow the two closely spaced sets of traffic lights to change at different times allowing the traffic in between the lights to flush out, without this, signals would have to turn at the same time for safety (otherwise drivers would be able to see two conflicting signals – near red and far green at the same time causing confusion). |

## Eglinton/Allen Intersection & Neighbourhood Streets

| Topic                                | Questions & Comments                                                                                                                                    | Project Team Answers                                                                                                                                                                                                                                                                                                                                                                |
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| Eglinton Allen Intersection Redesign | If we skip Phase 1, would it speed up the improvements at intersections?                                                                                | The neighbourhood traffic pattern changes approach to address congestion on neighbourhood streets is being addressed simultaneous to the redesign process and will not slow progress on the redesign.                                                                                                                                                                               |
| Eglinton Allen Intersection Redesign | If we resolve Eglinton/Allen, then infiltration will be solved naturally.                                                                               | If after the redesign, the community wishes to revert back to previous traffic patterns, this is entirely possible. It is also possible that ongoing growth and traffic pressures will make it desirable to keep the changes and safeguard the community from infiltration.                                                                                                         |
| Eglinton Allen Intersection Redesign | Eglinton Avenue was designed poorly, and it is not ok to wait until study is completed.                                                                 | The City recognizes that the current design does not meet capacity needs and is committed to the redesign of the intersection, but study is essential for a project of this scale and complexity. It cannot be rushed which is why we are working to ease the impact on neighbourhood streets in the meantime.                                                                      |
| Eglinton Allen Intersection Redesign | How is the LRT considered in the context of anticipated traffic volumes changes on Eglinton Avenue after it is operating?                               | LRT will not have a huge impact on north-south traffic demand, but it will provide an option for people using Eglinton Avenue east-west.                                                                                                                                                                                                                                            |
| Eglinton Allen Intersection Redesign | Desire from the community to review the Request for Proposals (RFP) being developed for consultant role for the redesign.                               | RFP is posted publicly via the City's procurement portal and accessible upon request once posted. RFPs are not reviewed by the public in advance of posting.                                                                                                                                                                                                                        |
| Eglinton Allen Intersection Redesign | Metrolinx designed a three and a four-lane on-ramp. Why can't we just implement what has already been designed? Are these options being considered now? | Both the 3-lane and 4-lane options previously considered were very preliminary designs which were decided against at the time due to their unresolved conflicts with traffic conditions (3-lane) and timelines associated with detailed feasibility study, environmental assessment and property impacts (4-lane). Both these options will be reconsidered in the redesign process. |
| Phase 1: Feeder Street Restrictions  | Several comments to accept plan but with increased enforcement, more restrictions, and less parking.                                                    | Enforcement will be a key component of the implementation of Phase 1 along with the requested review of parking on the north side of Eglinton Avenue during p.m. peak hours as well as side streets.                                                                                                                                                                                |

| Topic                               | Questions & Comments                                                                      | Project Team Answers                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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| Phase 1: Feeder Street Restrictions | Comments that added restrictions are an acceptable inconvenience to address infiltration. | Noted. The premise of traffic pattern changes is that while less convenient for residents, it is also less convenient for commuter traffic and therefore effective at reducing congestion on neighbourhood streets.                                                                                                                                                                                                                                                                      |
| Phase 1: Feeder Street Restrictions | Won't people just find other routes around the restricted turns?                          | It is acknowledged that Phase 1 alone will not eliminate cut-through traffic on neighbourhood streets, but it may be effective enough to allow traffic to flow out of the neighbourhood streets and avoid the "logjams" currently being experienced.                                                                                                                                                                                                                                     |
| Phase 1: Feeder Street Restrictions | Are we keeping current turn restrictions?                                                 | Yes, existing turn restrictions would remain, and the proposed Phase 1 turn restrictions would be added in addition to the existing condition.                                                                                                                                                                                                                                                                                                                                           |
| Phase 1: Feeder Street Restrictions | Why is it a phased approach?                                                              | The phased approach allows us to address the key "feeder streets" directly and follow up with any necessary Phase 2 additions once we are able to see how traffic patterns adapt with the use of navigation apps and habit changes.                                                                                                                                                                                                                                                      |
| Phase 1: Feeder Street Restrictions | Can we implement Phase 1 based on this conversation?                                      | Phase 1 can be implemented through a report to Community Council without a full community consultation process. Phase two would be dependent upon broader public feedback and through monitoring of Phase 1 impacts.                                                                                                                                                                                                                                                                     |
| Phase 1: Feeder Street Restrictions | How much of Dewbourne Avenue will be one-way restricted?                                  | Proposal is to make two small blocks of Dewbourne Avenue one-way eastbound to disrupt cut-through traffic: between Chiltern Hill Road and Peveril Hill Road west of Bathurst Street, and the block east of Bathurst Street to Richview Avenue. This is an alternative to turn restrictions that maintains access to Holy Blossom Temple, the Alley west of Bathurst Street, and respects the existing one-way westbound block aimed to reduce morning cut-through traffic by the school. |
| Phase 1: Feeder Street Restrictions | Will all the restrictions be permanent changes?                                           | All traffic pattern changes are proposed in the context of addressing the current untenable congestion on neighbourhood streets. Once capacity is improved at Eglinton / Allen it can be determined whether the community wishes to revert the changes or leave them to safeguard against future traffic pressures.                                                                                                                                                                      |

| Topic                               | Questions & Comments                                                                                                                                                                                                                                                                   | Project Team Answers                                                                                                                                                                                                                                                                                                              |
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| Phase 1: Feeder Street Restrictions | Agreement shared that immediate Phase 1 restrictions needed and not waiting for Eglinton Allen study. Consensus with moving forward with proposed restrictions for Phase 1 immediately.                                                                                                | Noted. Following Community Council approval at the next available meeting (November), City staff will implement Phase. A notice and update to the larger community will be shared, and following implementation, feedback will be sought via community survey and monitoring data assessed to determine if a Phase 2 is required. |
| Phase 2: One-way Segments           | More discussion time is needed to fully understand proposal. Comment that Phase 2 is complicated and we need to first consider impacts of Phase 1 with community input. Recommendation not to present to larger community because too difficult too understand in tandem with Phase 1. | The proposed Phase 2 was developed in anticipation of potential new traffic routes that may be used to avoid Phase 1 restrictions. Following our working group meeting, the recommendation is to proceed with Phase 1 and develop a revised Phase 2 based on monitoring analysis of the impacts and community feedback            |
| Phase 2: One-way Segments           | Concern that it will take a long time to learn the new routes home.                                                                                                                                                                                                                    | Part of the communications could be to show residents the new routes to and from their homes.                                                                                                                                                                                                                                     |
| Phase 2: One-way Segments           | Suggestion to schedule Phase 2 once LRT is open.                                                                                                                                                                                                                                       | Given potential ECLRT opening this winter, Phase 1 could be implemented around the same time in December following November Community Council. It would be beneficial to understand the effects of both on traffic infiltration.                                                                                                  |
| Phase 2: One-way Segments           | Confirm if the laneway east of Peveril Hill N is inaccessible if there were turn restrictions rather than one-way segments.                                                                                                                                                            | The laneway west of Bathurst Street can be accessed from both Dewbourne Avenue and Peveril Hill south of Eglinton Avenue.                                                                                                                                                                                                         |
| Phase 2: One-way Segments           | Annex neighbourhood made all 1-way streets, and it was never switched back and seems sustainable today.                                                                                                                                                                                | Noted.                                                                                                                                                                                                                                                                                                                            |
| Phase 2: One-way Segments           | Comment that Hilltop Road restrictions would create a large loop to get home.                                                                                                                                                                                                          | Will be considered.                                                                                                                                                                                                                                                                                                               |
| Phase 2: One-way Segments           | People who are inconvenienced will say no to things. They will not agree on any proposed solutions.                                                                                                                                                                                    | It is a tricky process to navigate neighbourhood street changes if people are only concerned with their own convenience, but we have done a lot of educating about neighbourhood-wide changes for broader benefit over street-by-street changes.                                                                                  |

| Topic                          | Questions & Comments                                                                                                                                                                                              | Project Team Answers                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| Phase 2: One-way Segments      | Do we have to accept Phase 2 as a complete package of measures?                                                                                                                                                   | <p>No, we can pick and choose measures with the necessary elements of the Phase to implement, and others may arise through the community feedback and monitoring process. It will be up to the community to determine whether post Eglinton/Allen redesign there is desire to revert to current traffic patterns or not.</p> <p>It is certainly anticipated that Phase 1 will improve the current condition, and a monitoring / community feedback process will be in place to act, if necessary, on any additional restrictions to address issues resulting from any rerouting.</p> |
| Phase 2: One-way Segments      | <b>Group agreement to pause going to community with Phase 2.</b>                                                                                                                                                  | <p><b>The proposal brought to the working group included a 2-Phase plan in anticipation of addressing re-routing issues from Phase 1. Working group expressed that they would like Phase 1 to proceed without Phase 2.</b></p> <p><b>Consultation will follow Phase 1 and include community outreach &amp; feedback, survey, monitoring and a follow up working group meeting. Transportation Services staff and the Councillor's offices will then refine a) need for Phase 2 and b) if needed, refinement.</b></p>                                                                 |
| Monitoring and Data Collection | <p>Question to explain data collection:</p> <p>Is data being collected right now?</p> <p>When will data be collected during phases and for how long?</p> <p>How long is the monitoring period between phases?</p> | <p>We have a very robust current data set including community-wide counts from May 2024 and another scheduled for later this October once construction areas have cleared. Additional monitoring is scheduled for:</p> <ul style="list-style-type: none"> <li>• after Phase 1 implementation</li> <li>• after the opening of the Cedarvale station</li> <li>• after the ECLRT is operational after any implementation of Phase 2</li> </ul>                                                                                                                                          |
| Monitoring and Data Collection | Are you going to change monitoring locations based on new routes after Phase 1?                                                                                                                                   | Monitoring will capture new routes being used to avoid Phase 1 restrictions.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

## Eglinton/Allen Intersection & Neighbourhood Streets

| Topic                          | Questions & Comments                                                                                                                   | Project Team Answers                                                                                                                                                                                                                                                                      |
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| Monitoring and Data Collection | How do we determine if traffic is bad enough to warrant a Phase 2 change?                                                              | To best gauge the impact of congestion on neighbourhood streets, we are measuring duration of queue lengths (how often and for how long the cues are 50m / 100m / 150m etc.) This will provide a gauge for improvement as well as comparison between streets.                             |
| Monitoring and Data Collection | Note: People can affect Google and Waze routes with comments that can affect identified routes and subsequently affect data counts.    | Data will be collected to approximate a normal condition to the extent possible.                                                                                                                                                                                                          |
| Parking                        | Parking is disruptive on the north side of Eglinton Avenue. Most people who shop during rush hour are locals and parking is available. | Westbound peak hour parking restrictions will be revisited in consultation with the BIA and traffic operations.                                                                                                                                                                           |
| Parking                        | On narrow streets like Wembley Road and Old Forest Hill Road on-street parking can be very disruptive to traffic flow.                 | Parking adjustments will be addressed in the context of the traffic pattern changes                                                                                                                                                                                                       |
| Parking                        | The complete street project needs to consider parking changes, signal placement and alternative cycling routes.                        | The complete street design for Allen Road to Bathurst Street is deferred until after operational improvements to Eglinton / Allen are made. The whole Cedarvale and Upper Village area will be considered in the context of the intersection redesign and complete street implementation. |
| Parking                        | Overall concern that parking and driving are being made more difficult city-wide.                                                      | The ECLRT and Eglinton Complete Street are part of City-wide planning initiatives to provide alternative efficient transportation options including transit and cycling to support the needs of our growing City and minimize the increase private automobile demand as the city grows.   |
| Parking                        | Request for parking enforcement during the PM peak period on the north side of Eglinton Avenue approaching Allen Road.                 | Noted. Parking blitzes have been conducted regularly in Cedarvale and Upper Village and more will be programmed.                                                                                                                                                                          |

## Eglinton/Allen Intersection & Neighbourhood Streets

| Topic                  | Questions & Comments                                                                                                                                       | Project Team Answers                                                                                                                                                                                                                                                                                                                                                                                    |
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| Enforcement            | People don't comply with the current rules, so why do we think they will comply with new traffic pattern changes.                                          | The biggest reason for non-compliance with current turn restrictions is that the bulk of existing restrictions are peak hour only. Both navigation apps and learned habits encourage people to use these routes even during prohibited hours. When restrictions are extended to 7 a.m. to 7 p.m. navigation apps no longer direct people to these streets.                                              |
| Enforcement            | Should we just enforce existing restrictions better?<br>Suggestion to increase enforcement.                                                                | Enforcement of turn restrictions is not a sustainable solution in and of itself as the City simply does not have the resources to police every restriction on every corner, but enforcement will be a key component of introducing new restrictions and enforcing them heavily for several weeks to encourage legal habits.                                                                             |
| Enforcement            | Traffic enforcement officers are a great help with traffic flow.                                                                                           | Traffic wardens currently help at Eglinton / Allen as well as supporting turns from congested neighbourhood streets onto Eglinton Avenue. The Councillor's office is coordinating with the local police station to join this project team.                                                                                                                                                              |
| Cedarvale Station      | Requesting confirmation that the station has a fare-free east-west pedestrian through passage.                                                             | The City can confirm following a station tour that it is possible to travel east-west through Cedarvale Station without having to pay a fare. The third south side entrance has paid fare passage.                                                                                                                                                                                                      |
| Eglinton Crosstown LRT | We have been sold the promise that these problems will be solved when LRT is opened. We have endured 15 years of construction and do not see the benefits. | It was anticipated that once ECLRT construction was completed, that traffic patterns would return to normal. The City has acknowledged that the new intersection design does not have adequate capacity for current traffic demand which has been the impetus for redesign. The ECLRT will minimize the number of buses on Eglinton Avenue and replace some east-west vehicle trips with transit trips. |
| eglintonTOday          | Is the bikeway deferred and not cancelled?                                                                                                                 | The complete street along Eglinton Avenue (Bicknell Avenue to Mount Pleasant Road) has been deferred until the ECLRT is operational.<br><br>Additionally, the segment in the proximity of Eglinton / Allen will not be implemented until operational improvements have been achieved at this intersection.                                                                                              |

| Topic                      | Questions & Comments                                                                                                                                                             | Project Team Answers                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| Capacity on Arterial Roads | Even if you make these changes, traffic will move to Bathurst Street and Eglinton Avenue. Eglinton Avenue does not have the capacity to move more motor vehicles.                | The number of cars disrupting side streets is relatively small but have a disproportionate impact since these streets are not designed to accommodate these volumes. Diverting this volume of vehicles back to the arterial streets has minimal overall impact given the volumes of these streets are designed to accommodate.                                                                                                                         |
| Capacity on Arterial Roads | Bathurst Street doesn't have the capacity. How will we deal with an increase in northbound left turn demand at Bathurst Street and Eglinton Avenue?                              | The City is preparing to adjust the signal timing at Eglinton Avenue and Bathurst Street to accommodate the increased demand for the northbound left turn. Additionally, it is anticipated that these restrictions will better regulate westbound traffic as far east as Spadina Road and ultimately people will find other routes out of the city. There is no reason that Eglinton / Allen should be the most direct route for people from downtown. |
| Capacity on Arterial Roads | How many cars use the Allen on-ramp?                                                                                                                                             | There are roughly 1200 vehicles / hr accessing Allen Road westbound and about 900 eastbound during peak hours.                                                                                                                                                                                                                                                                                                                                         |
| Process                    | We need to ensure that everything is in place to expedite implementation of Phase 1.                                                                                             | Bylaws, signage and locates will all be prepared in advance so that once Council approves, the changes can take place immediately.                                                                                                                                                                                                                                                                                                                     |
| Process                    | What role do councilors have in this process? What is the point of us having these discussions if councillors are proposing different things like pedestrian bridges at Council? | Councillors Matlow and Colle put forward a motion ensure that a broad spectrum of solutions including a pedestrian bridge are considered as part of the study for the ideal solution to improving Eglinton / Allen congestion. The role of the councillors is to represent community input at council to enact solutions.                                                                                                                              |
| Neighbourhood Study        | We still need a comprehensive neighbourhood mobility study. Turn restrictions and intersection improvements are only part of a neighbourhood approach.                           | The current traffic pattern changes plan is being expedited to address the urgent and current congestion on neighbourhood streets. The Eglinton / Allen study will include a comprehensive neighbourhood mobility study.<br><br>The next conversation we will have will include the new PM for the redesign and where we can discuss moving signals, parking, etc.                                                                                     |

| Topic     | Questions & Comments                                                                                                                             | Project Team Answers                                                                                                                                                                                                                                |
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| Phase 3   | Suggestion to plan for a Phase 3 which automatically sunsets any new restrictions once Eglinton Allen is fixed.                                  | There were mixed reactions to this comment. Ultimately the community will be involved in the decision as to whether after the Eglinton Allen redesign, we revert to current condition after intersection improvements, or have restrictions remain. |
| Pollution | Pollution monitoring on Old Forest Hill Road shows 3 <sup>rd</sup> worst pollution in the city.                                                  | Noted. The intent is to reduce congestion and idling on the neighbourhood streets in the near-term and improve traffic flow at Eglinton / Allen through the redesign.                                                                               |
| Timeline  | What is the timeline for implementing Phase 1? When would Phase 2 get decided upon? Why going to public? Need to get solutions implemented ASAP. | Based on working group feedback the plan will seek approval from Community Council as soon as possible with the by-law changes and signs ready to install for Phase 1.                                                                              |
| Timeline  | What is the timeline for Phase 2                                                                                                                 | Following assessment of Phase 1 effectiveness (community feedback, monitoring), Phase 2 measures could be prepared in 2-3 months.                                                                                                                   |

### Follow Up Required:

1. Project team plans to report on Phase 1 solutions at December 4 Infrastructure and Environment Committee (IEC). A community update via email will be sent in advance of reporting about new turn restrictions and one-way segments on Dewbourne Avenue. If approved, the City would carry out the following:
  - Implementation of the proposed turn restrictions and one-way segments on Dewbourne Avenue
  - Data collection and monitoring in the weeks following installation
  - Four-six weeks after implementation of the changes, the City will gather feedback from residents about effectiveness of traffic pattern changes to help determine support for any further traffic pattern changes
2. Project team to follow up with Upper Village BIA regarding parking changes on north side of Eglinton Avenue West to support better traffic flow.
3. Next meeting with group will include the Project Manager for the Eglinton / Allen redesign to provide updates on progress.

### Attendees:

- 15 Residents including Cedarvale Upper Village Community Group

### Councillor Office:

- Nika Lennox, Councillor Josh Matlow
- Andy Stein, Councillor Mike Colle
- Stacey Cline, Councillor Mike Colle

### City of Toronto:

- Kelsey Carriere, Senior Project Manager Transportation
- Maogosha Pyjor, Senior Coordinator, Public Consultation Unit



## **Eglinton/Allen Intersection & Neighbourhood Streets**

- Emily Cameron, Coordinator, Public Consultation Unit