

# Eglinton & Allen Intersection Study

## Neighbourhood Traffic Changes and Study



# Neighbourhood Traffic Changes Trial Monitoring Results and Next Steps



**GLENARDEN ROAD 2025**



**GLENARDEN ROAD 2026**

# Traffic Changes Rationale

There has been a significant increase in traffic congestion on neighbourhood streets since the redesign of the Eglinton Avenue West and Allen Road intersection in 2023 (following Eglinton Crosstown LRT surface construction). Residents have reported significant impacts to their ability to access their homes, and negative impacts to quality of life.

- Most impacted streets:
  - Chiltern Hill Road, Camberwell Road, Glen Cedar Road, Everden Road, Atlas Avenue, Winona Drive, Wembley Road, Old Forest Hill Road, Glenarden Road, Old Park Road, and Hilltop Road
- Immediate changes were needed to help residents most impacted by this congestion



# Sources of Neighbourhood Traffic

## Drivers accessing Allen Road are a major source of traffic on neighbourhood streets.

- To avoid congestion on major arterials such as Eglinton Avenue West and Bathurst Street, drivers divert to local routes, leading to queuing on streets that are not designed to handle such volumes and do not have traffic controls to aid in making turns.
- Congestion in the neighbourhood has worsened since the Eglinton Avenue West and Allen Road intersection was redesigned in 2023 following Eglinton Crosstown LRT surface construction.
- The implemented traffic changes were intended to provide quick relief to residents on the most impacted streets, while the Eglinton & Allen Intersection Study studies redesign options to address congestion in this area



# Traffic Changes

**November 13, 2025:** City Council authorized the implementation of trial traffic amendments and turn prohibitions at nine locations in the vicinity of the Eglinton Avenue West and Allen Road intersection. Changes consisted of new or extended turn prohibitions and Do Not Enters

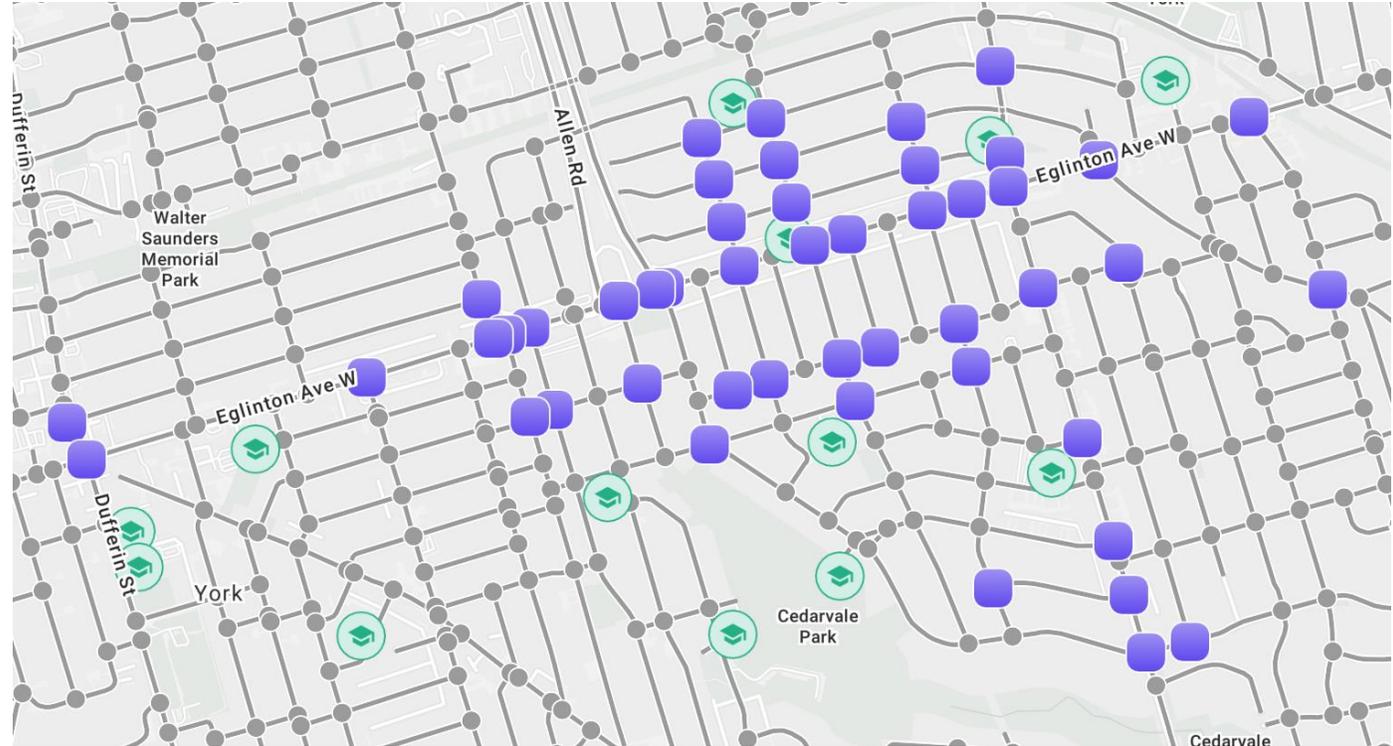
**December 17, 2025:** approved changes were implemented at:

1. Livingstone Ave and Dufferin St
2. Camberwell Rd and Eglinton Ave W
3. Chiltern Hill Rd and Eglinton Ave W
4. Wembley Rd and Bathurst St
5. Old Forest Hill Rd and Eglinton Ave W
6. Dewbourne Ave and Chiltern Hill Rd and Dewbourne Ave and Richview Ave
7. Spadina Rd and Old Forest Hill Rd
8. Strathearn Rd and Bathurst St



# Monitoring Process

- **Observation** visits on December 18, January 5 and February 9
  - Volume and speed data collection on Croydon Road on February 2
  - Queuing observations on February 9
- **Traffic Counts:** January 13-14, 2026 in 47 locations
  - Includes before and after comparisons
- **Survey:** January 19 – February 8
  - 985 respondents
  - 21% are from one of the 'target streets'
  - 98% are residents, employees or frequent visitors
- 173 email and phone comments



Locations of traffic counts in January 2026

# Volume Changes at a Glance

Overall, volumes on neighbourhood streets went down, while volumes on some arterial roads increased.

Total Change 7a.m. - 7p.m.



*Note: Counts were conducted on January 13 & 14 after post-holiday patterns resumed and before the major storm event. Across all streets January travel volumes were down 3% from the prior counts.*



# Resident Feedback

## Top comments from survey, emails and phone calls:

- Traffic changes are highly inconvenient, add time to commutes and make daily trips more challenging
  - Survey respondents reported increased (37%) or unchanged (34%) volumes, and did not agree that that improvements to traffic volumes outweighed any negative effects (65%)
  - Changes have led to displacement to adjacent streets and concerns about safety
- Many residents on target streets noticed significant benefit and overall reduction in volumes
- Changes are needed to Eglinton Avenue West and Allen Road intersection to address this issue long-term
- Congestion continues to be an issue on main roads (Eglinton Avenue, Bathurst Street, Spadina Road, etc)
- Increased enforcement of the new rules is needed



# Perspectives from Target Streets

- 20% of respondents live on a 'target street'\* and were experiencing significant impacts from congestion
- Residents living on 'target streets' were more likely to have seen benefits from the trial
  - 38% saw improvements in volume, compared to 18% on non-target streets
  - 33% agreed benefits outweighed negative effects, compared to 14% of residents on non-target streets
- Some streets, like Glen Cedar Road and Chiltern Hill Road, did not see much benefit
- However, some streets, like Camberwell Road and Glenarden Road, reported significant benefit.



Camberwell Road before changes



Camberwell Road after changes

# Key Takeaways



- Traffic counts showed reduced volumes on almost all target streets, with clear improvements on several of the most impacted streets
- Residents at large are unhappy with the trade-offs required by the changes
  - Residents on target streets were more likely to both report a reduction in volume and be happy with the trade-offs
- While volumes did increase slightly on some streets adjacent to new restrictions, data suggests a significant degree of diversion to major streets (Eglinton Avenue West, Oakwood Avenue), which was the objective
- Some adjustments are needed to improve accessibility and compliance

# Next Steps

## Based on data about volume changes and resident feedback:

- Traffic changes will remain in place at:
  - Dufferin Street and Livingstone Avenue (no left, 7am-7pm)
  - Camberwell Road and Eglinton Avenue West (no left, 4-6pm)
  - Wembley Road and Bathurst Street (no turns, 7am-7pm)
  - Old Forest Hill Road and Eglinton Avenue West (no northbound left or through, no westbound right 7am-7pm)
  - Old Forest Hill Road and Spadina Road (no northbound left or westbound through, 7am-7pm)
  - Dewbourne Avenue and Chiltern Hill Road, Dewbourne Avenue and Richview Avenue, Westbound Do Not Enter (all times)
- Left-turn signal from Bathurst Street onto Eglinton Avenue West has been extended by 3 seconds
- Improvements will be made to sign visibility (Old Forest Hill Road and Spadina Road, Dewbourne Avenue and Chiltern Hill Road)

# Next Steps – Members Motion

- At March 25-27 Councillor Matlow will move a member's motion to amend the previous motion to:
  - Remove Strathern Road and Bathurst Street northbound left-turn and Bathurst Street and Burton Road through prohibition (currently in effect 7 a.m. to 7 p.m.)

# Next Steps – Future

- Residents will have the opportunity to continue to comment on traffic on neighbourhood streets through the Eglinton & Allen Intersection Study consultation, which will begin this spring
- A summary on monitoring will be shared via an update to Infrastructure and Environment Committee on April 7.
- Full survey results will be posted at [toronto.ca/EglintonAllen](http://toronto.ca/EglintonAllen)

# Eglinton & Allen Intersection Study Update

# Timeline of Actions at Eglinton / Allen

Date	Intersection Update
May 2023	<ul style="list-style-type: none"><li>• Full intersection re-opened at conclusion of Metrolinx construction</li></ul>
June 2023	<ul style="list-style-type: none"><li>• Daily deployment of traffic wardens to manage poor intersection operations</li></ul>
Spring 2024	<ul style="list-style-type: none"><li>• Handover of signal from Metrolinx to City, installation of limited vision signal lights allowing better signal coordination</li><li>• Traffic consultants hired to study options for operation improvements</li></ul>
July 2024	<ul style="list-style-type: none"><li>• Signal timing adjustments made = 10% improvement in westbound traffic flow</li></ul>
November 2024	<ul style="list-style-type: none"><li>• Westover Hill Road turn restrictions extended 7 a.m. - 7 p.m. to address congestion issues at Westover Hill Road and Glenarden Road Improvements inspired broader traffic pattern changes.</li></ul>

# Timeline of Actions at Eglinton / Allen

Date	Intersection Update
Feb 2025	<ul style="list-style-type: none"><li>• Motion MM26.12 directed staff to "initiate a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection"</li></ul>
May 2025	<ul style="list-style-type: none"><li>• Community consultation to address neighbourhood congestion through near-term traffic changes</li></ul>
Aug 2025	<ul style="list-style-type: none"><li>• Westbound bicycle detector installed at on-ramp</li></ul>
Nov 2025	<ul style="list-style-type: none"><li>• New Cedarvale Station entrances open early for pedestrian access</li></ul>
Dec 2025	<ul style="list-style-type: none"><li>• Neighbourhood trial traffic changes implemented</li></ul>
Feb 2026	<ul style="list-style-type: none"><li>• ECLRT opens</li><li>• Neighbourhood trial traffic changes analysis completed</li><li>• Intersection study consultant onboarded</li></ul>

# Study Scope



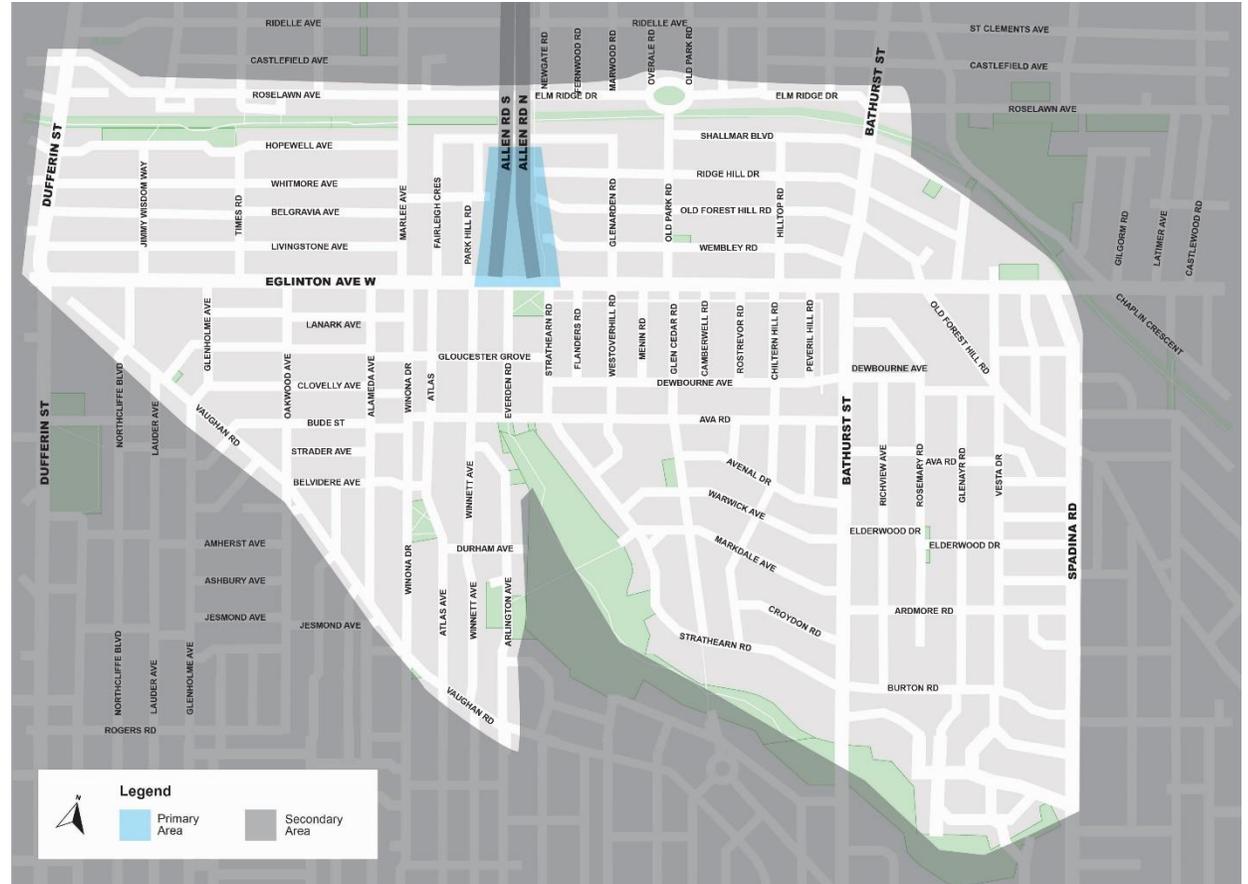
- Examine feasible options to improve operations of the Eglinton Avenue West and Allen Road Expressway intersection
- Select a preferred option for detailed design and implementation
- Continue to assess opportunities for near-term mitigation measures

# Study Areas

The redesign will focus on the intersection (Primary Area).

The Secondary Area includes the local streets that are currently experiencing the greatest congestion and infiltration.

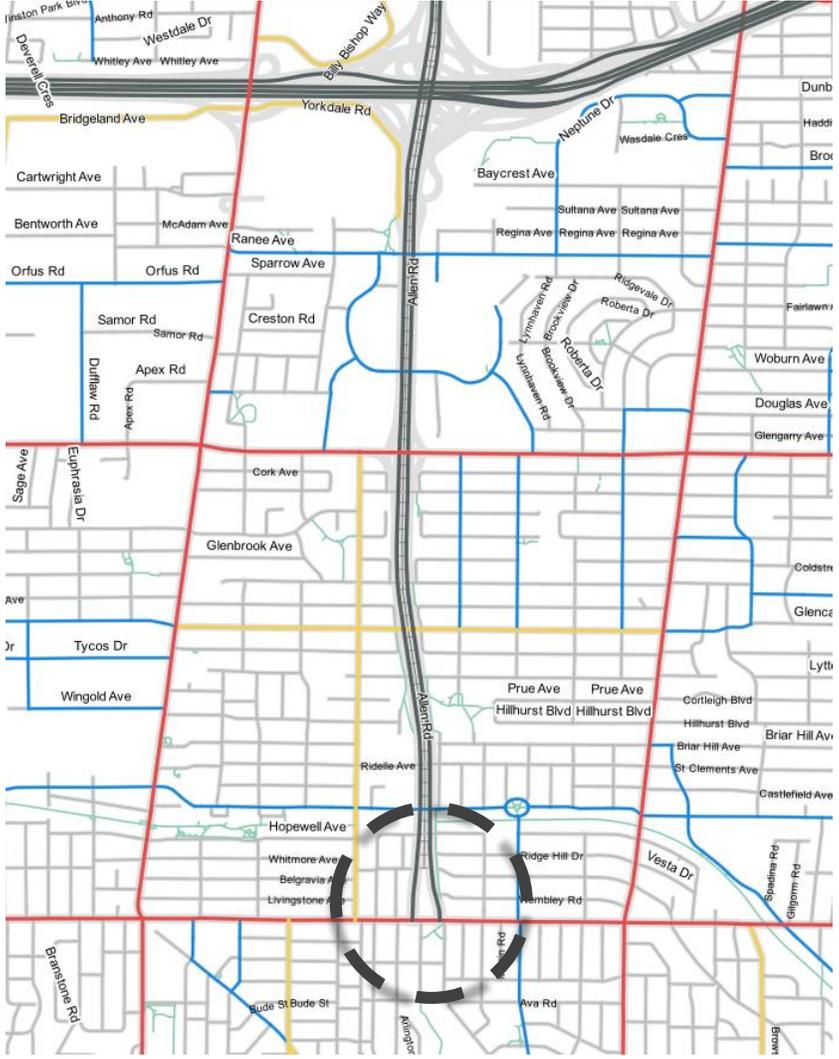
- Included in the analysis of traffic patterns, and will be the subject of an area-wide Mobility Strategy developed in tandem with the intersection design



# Existing Conditions

# Allen Road

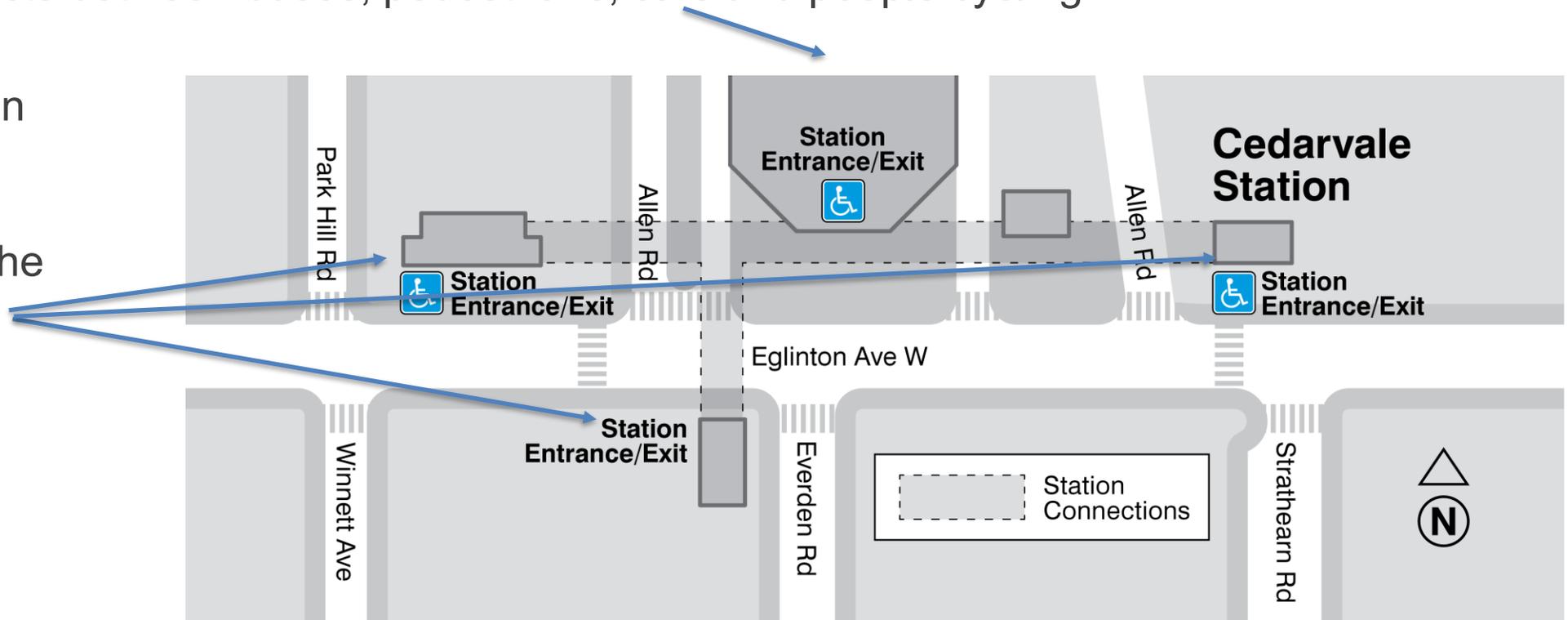
The Allen Road Expressway terminates abruptly as a signalized T-intersection at Eglinton Avenue West, creating unique challenges for traffic operations.



# Transit Access

The intersection of Allen Road and Eglinton Avenue West is the location of a major transit interchange, with access to several bus routes, Line 1 and the newly-opened Line 5.

- The original station entrance and bus terminal are located between the two Allen Road ramps, increasing conflicts between buses, pedestrians, cars and people cycling
- Three new Cedarvale station entrances allow pedestrians to directly access the station



# Active Transportation and EglintonTODay

- Eglinton Avenue West has been identified as a Major City-Wide Cycling Route that connects to existing and planned cycling routes.
- EglintonTODay Complete Street was approved by Council in 2023 to fill gaps in 19km Eglinton Avenue complete street of which Metrolinx has already built 11 kms as part of the Crosstown construction.
- The section from Bathurst Street to Allen Road will not be installed until after the Eglinton & Allen Intersection Study is complete, and may receive design modifications depending on the preferred intersection design. A date for the installation of the remaining segments is yet to be set.



# Planned Growth

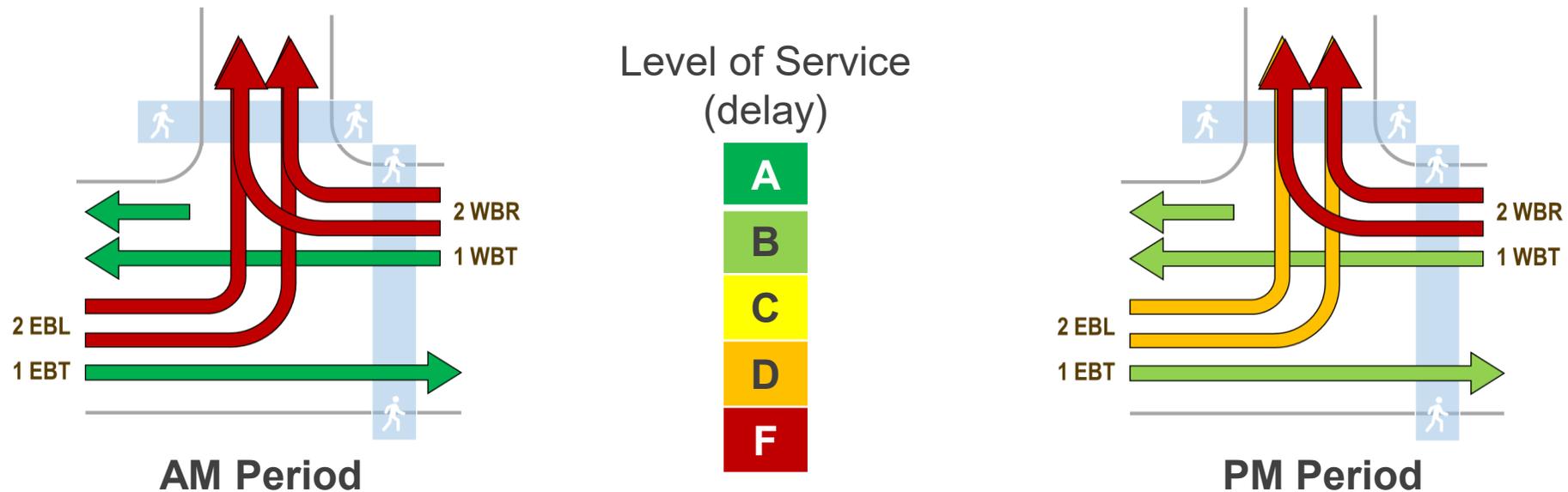
Planned growth around the intersection (e.g., in the Marlee-Glencairn neighbourhood) will increase demand on the transportation network in the long term.



*Overview of development projects around Eglinton Avenue W and Allen Road under review, under construction or recently completed  
Source: Development Pipeline Dashboard*

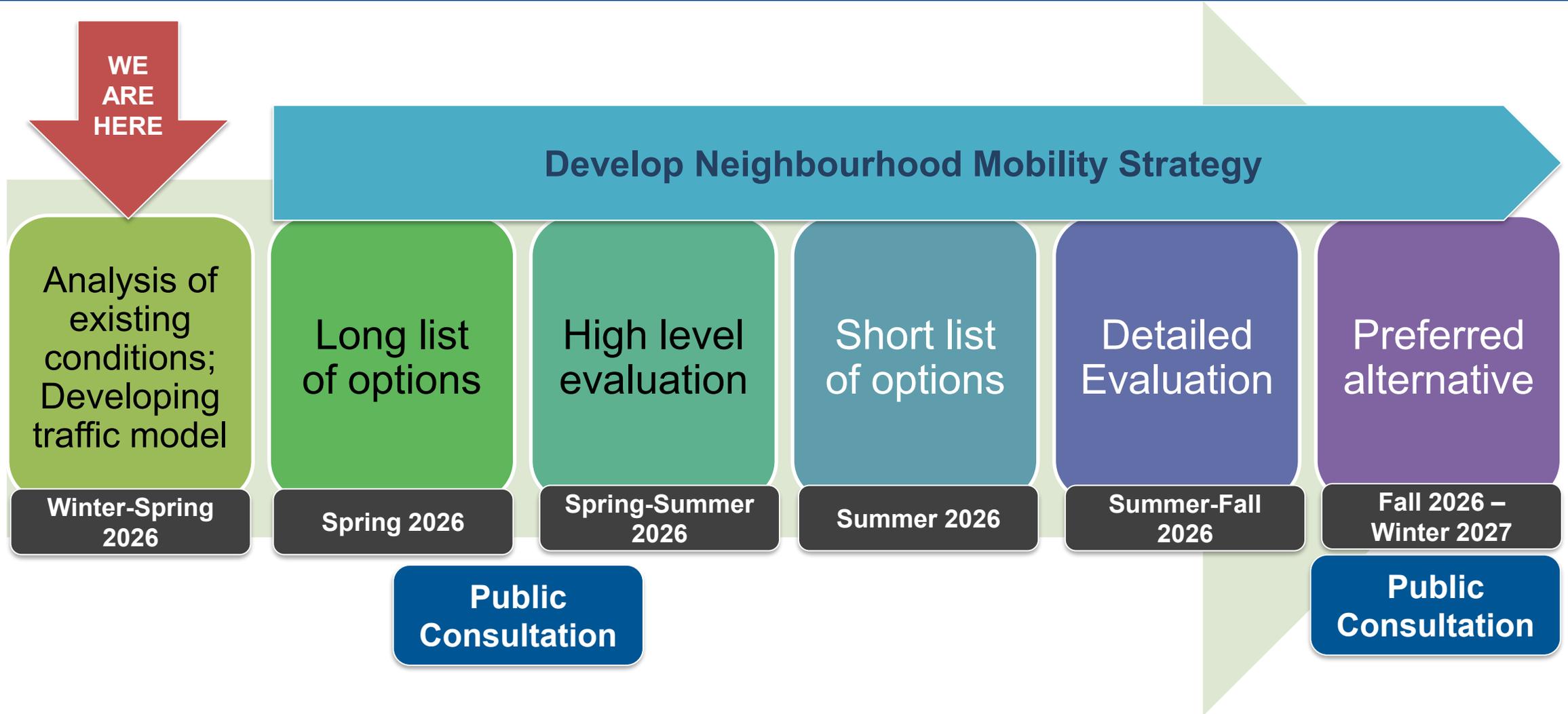
# Intersection Operations

- Current traffic demand exceeds the capacity of the intersection, particularly at the Allen Road on-ramp.
  - Peak hour volumes: 2,200 vehicles northbound, 1,300 vehicles southbound
- At the on-ramp, the two westbound-right (WBR) turning lanes have to alternate with the two eastbound-left (EBL) turning lanes, which reduces the capacity of the intersection.
- The two pedestrian crossings at the on-ramp are push button activated
- There is a bicycle detector at the north crossing



# Study Process

# Study Process



# Draft Evaluation Criteria

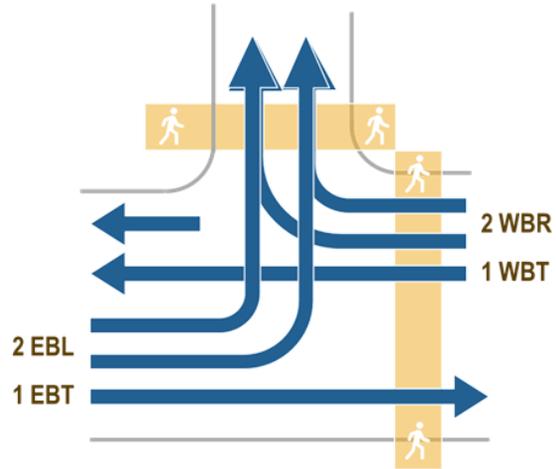
Evaluation will narrow down options from a long list to a short list, and from a short list down to a preferred option. Criteria will include:



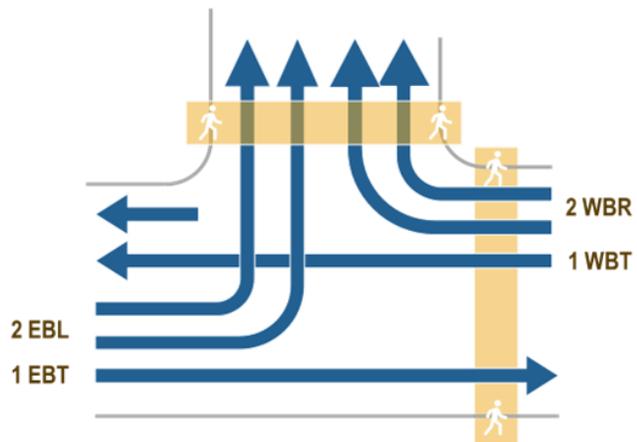
Residents will have the chance to review and comment on evaluation criteria at consultation.

# Preview of Options for the Study

existing on-ramp configuration



4-lane ramp widening option



- A long list of options will be shared for public review in May 2026
- Options that will be considered include (but are not limited to):
  - Building a 4-lane ramp, allowing traffic to turn simultaneously
  - Return to a 3-lane design
  - Adding a bridge for pedestrians and cyclists

# Public Consultation Phase 1: May-June 2026

Dates and locations will be announced via an emailed and mailed notice in early May



## Community Events

Opportunities to learn about the study, review options, and speak to staff



## Survey

Provide feedback on criteria and options



## Community Advisory Group

Review options and discuss with staff  
Broadly representative group of residents from all neighbourhoods in study area



## Interest Group meetings

Reps from BIAs, local businesses and institutions like schools, synagogues, churches, etc.

# Next Steps

- **March 25-27:** Councillors will make traffic changes at City Council
- **April 7:** Update Report about Eglinton & Allen Intersection Study at Infrastructure and Environment Committee
- **Mid-May:** Public consultation will begin

Sign up for mailing list at [toronto.ca/EglintonAllen](https://toronto.ca/EglintonAllen) to receive consultation information and review materials

# Did your question not get addressed?

Put your question in the Q&A, we will provide written answers to unanswered questions following the meeting.

You can also contact us after the meeting with follow-ups:



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# Thank you!