

Eglinton & Allen Trial Traffic Pattern Changes

Public Consultation Report
March 2026

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Consultation Summary

Residents were notified of the proposed traffic changes to neighbourhood streets around Eglinton Avenue West and Allen Road on November 17, 2025 via an email to 821 recipients and a notice mailed to households on December 5. Changes were implemented beginning December 17, 2025.

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

The online survey received a total of 990 responses - 967 from residents, business owners, employees and regular visitors to the area, and 23 from commuters. Additionally, 173 comments were also received via email and phone during the monitoring period.

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

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

However, the majority of participants in the area expressed dissatisfaction with the trial. Concerns included: increased travel times to and from participants' home or place of work; increased vehicle volumes on adjacent streets resulting from turn restrictions; and impacts to safety of people walking and cycling, particularly on Croydon Road, which experienced minor traffic volume increases and does not have sidewalks. Many participants emphasized that the City should focus on making immediate changes to the intersection of Eglinton Avenue West and Allen Road.

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

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

Project Overview

The City was responding to requests from residents to address the ongoing impact of traffic congestion caused by vehicles accessing the Eglinton Avenue West and Allen Road intersection from neighbourhood streets. On some local streets, congestion led to significant queues in front of homes and driveways, making it difficult for residents to come and go and forcing them to wait in traffic to access their homes.

Following community input through consultations which included meetings with resident groups, a public meeting and a community workshop in May 2025, and additional discussion with some local residents and interest groups, the City conducted a trial of traffic pattern changes beginning December 17, 2025. These changes, which included a series of turn restrictions during weekdays and 'Do Not Enter' regulations at all times, were intended to help keep Allen Road-bound traffic on main streets (Spadina Road, Bathurst Street and Eglinton Avenue West), and address traffic congestion on neighbourhood streets around the Eglinton Avenue West and Allen Road intersection. The changes were monitored through traffic counts, staff observations, and public feedback to determine effectiveness and whether adjustments were needed. Survey feedback was collected beginning January 19, one month after implementation of the changes, to enable time to experience the changes in regular conditions post-holiday season. The survey closed three weeks later on February 8.

This report summarizes only the public feedback received from December 17 to February 8. A full description of the trial changes, and the results of monitoring including traffic data and staff observations is summarized at toronto.ca/EglintonAllen.

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/EglintonAllen (1,258 unique visits)
- Notices delivered via Canada Post (11,615 addresses in the project area)
 - December 5 notice: notification of trial traffic changes
 - January 19 notice: notification of monitoring survey
- E-notification to project subscribers:
 - Nov 17 notice: 821 recipients
 - January 20 notice: 1,000 recipients

Consultation Activities

Public and interest group comments on the project were received through the following consultation and engagement activities:

Activity	Date	Participation
Online Survey	January 19 – February 8, 2026	967 responses
Email/Phone	December 17, 2025 – February 8, 2026	173 comments received from 108 individuals

What We Heard

Overall, the participants expressed mixed feedback with the traffic changes.

34% of survey respondents reported increased traffic volumes near their primary location, whereas 31% reported unchanged volumes, and 22% reported improved volumes. One-third of survey respondents also expressed that travel times to and from their primary location had worsened. Many participants who emailed comments expressed concerns with increased travel times and more difficult routes home.

Opinions were similarly split on whether there had been impacts to safety for pedestrians, people cycling or driving. About one-third reported conditions worsening and only 12% reported improvements. The majority of respondents (43%) found there to be no change in safety conditions. Similarly, about 29% of respondents reported worse access to driveways, 15% reported improved access, and 46% reported no change.

Finally, the majority of survey respondents, 65%, reported that they disagreed that any improvements to traffic volumes outweighed inconveniences like longer travel times or altered routes.

These findings differ when looking only at participants who live or work on a 'target street', which are the streets near Eglinton Avenue West that were experiencing significant volume or queuing issues, and which the traffic changes were intended to help. About 1/5 of respondents, or 205 participants were on one of these target streets.¹

Participants from target streets were more likely to identify decreased volumes (36%), and less likely than other participants to identify worsening safety or issues accessing driveways. 44% of these survey respondents did report increased travel times to and from their primary location. They were also more likely to agree that improvements to traffic volumes outweighed inconveniences like longer travel times (33% compared to 14% of respondents on non-target streets).

Survey

The survey was available online and included background information about the trial before asking questions which included multi-choice or multi-select responses, in addition to open ended comment boxes. The survey included branching and specific questions for those who identified as residents, business owners, employees of local businesses or organizations or regular visitors to the area, and a commuter survey for people who primarily commute through the area. Anyone who did not identify as any of these categories was directed out of the survey.

967 participants completed the 'resident' survey and 23 completed the 'commuter' survey. The results that follow are specific to the resident survey. Due to the relatively small sample size of the commuter survey, these results can be found in Appendix B.

Participation in the survey was anonymous and an optional question about age was asked. Respondents were asked to respond to questions with reference to their 'primary location', such as their home, school or place of work in the neighbourhood.

¹ Target streets are: Atlas Avenue, Camberwell Road, Chiltern Hill Road, Everden Road, Glen Cedar Road, Glenarden Road, Hilltop Road, Livingstone Ave, Old Park Road, Peveril Hill North, Wembley Road, Westover Hill Road, Winona Drive

Question: Since December 17, when the traffic pattern trial began, do you feel that there have been changes to the volume of vehicles on the street where your primary location is (e.g.: your home)?

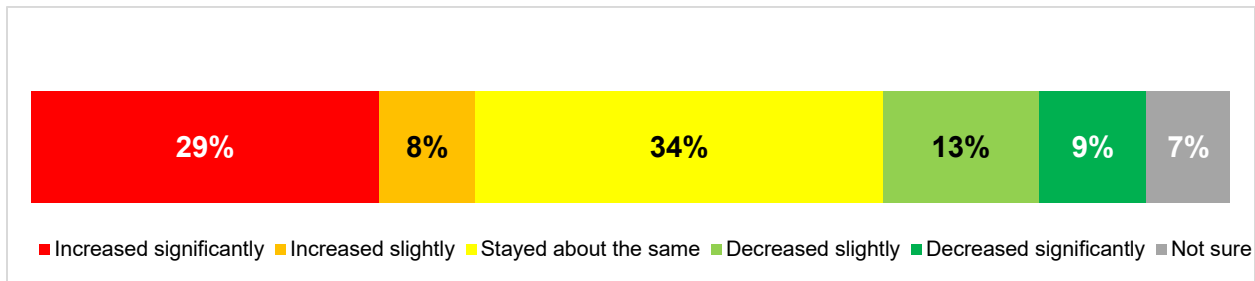


Figure 1: Overall responses about volume change, n=967

967 respondents answered this question. 37% reported increased traffic volumes, and 34% reported unchanged volumes, and 22% reported decreased volumes.

Among those who indicated a change in volumes (567 respondents who reported either an increase or decrease), the changes were mostly identified as occurring on weekdays (96% of respondents). The increases were most noticed during morning (66% of respondents) and evening rush hour (87% of respondents).

Respondents who identified their primary location as a target street (205 respondents) were more likely to report decreased volumes (38%) and less likely to report increased volumes (29%):

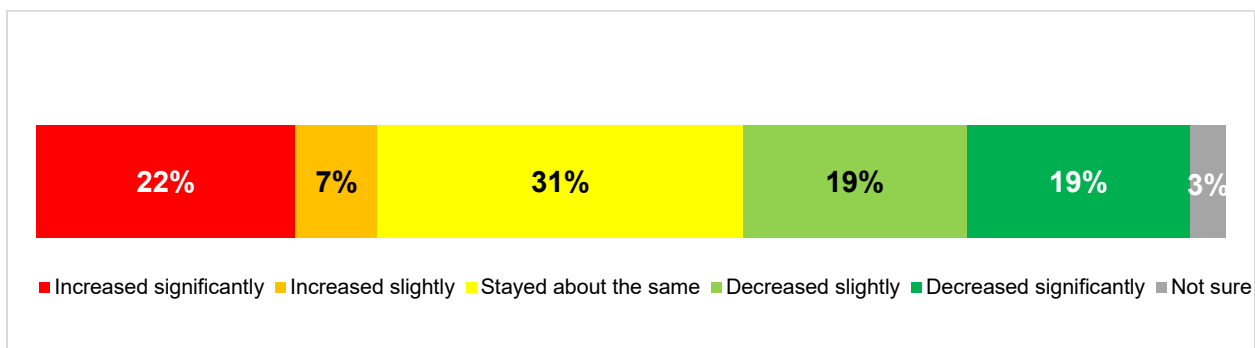


Figure 2: Responses from target streets about volume change, n=205

Question: Please rate each of the following statements since the trial traffic pattern changes began on December 17:

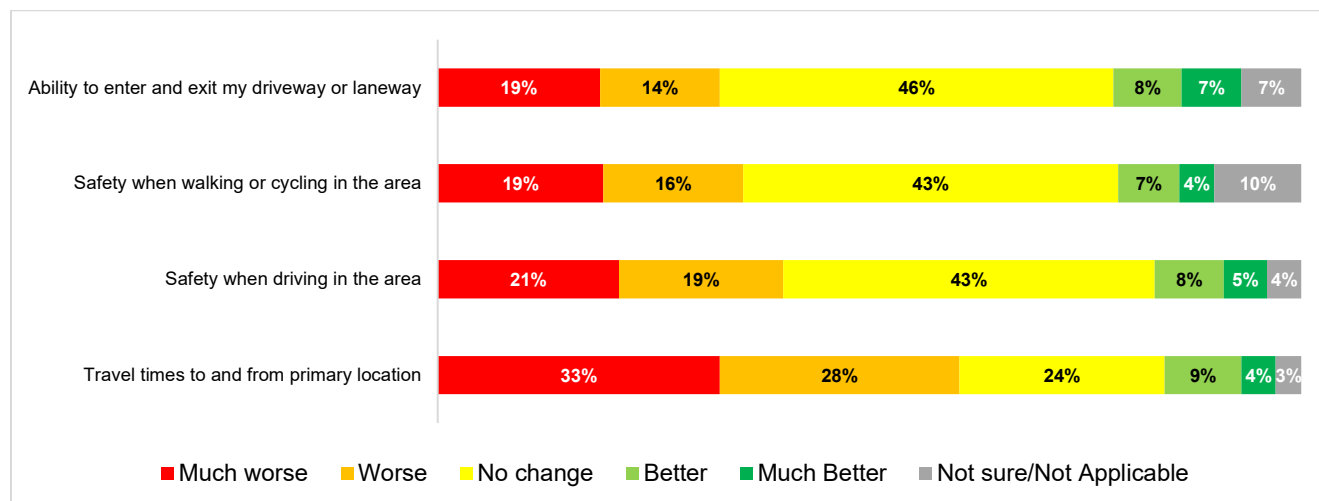


Figure 3: Overall responses about impacts, n=966

966 respondents answered these questions.

- 33% reported ability to enter and exit driveway had worsened, 15% reported it was better, 46% reported this unchanged
- 35% reported safety walking or cycling in the area had worsened, 11% reported it was better, 43% reported this unchanged
- 40% reported safety when driving in the area had worsened, 13% reported it was better, 43% reported this unchanged
- 61% reported travel times to and from their primary location had worsened, 13% reported it was better, 24% reported travel times unchanged

Similarly to other questions, participants from target streets (205 respondents) were slightly more likely to have seen conditions improve:

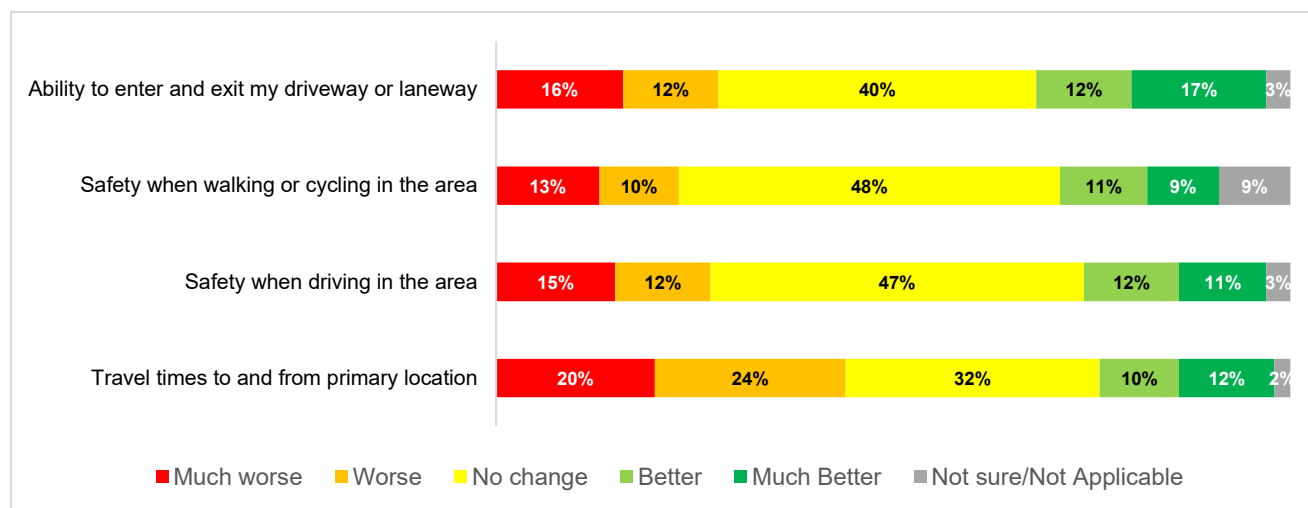


Figure 4: Responses from target streets about impacts, n=205

- 28% reported ability to enter and exit driveway had worsened, 29% reported ability was better, and 40% reported this unchanged
- 23% reported safety walking or cycling in the area had worsened; 20% reported safety was better, and 48% reported this unchanged

- 27% reported safety when driving in the area had worsened, 23% reported it was better, and 47% reported this unchanged
- 44% reported travel times to and from their primary location had worsened, 22% reported travel times were better, and 32% reported travel times unchanged.

Question: Do you agree with the following statement: Improvements in the neighbourhood since the trial traffic pattern changes began on December 17 outweigh any negative effects, such as longer travel times or altered routes.

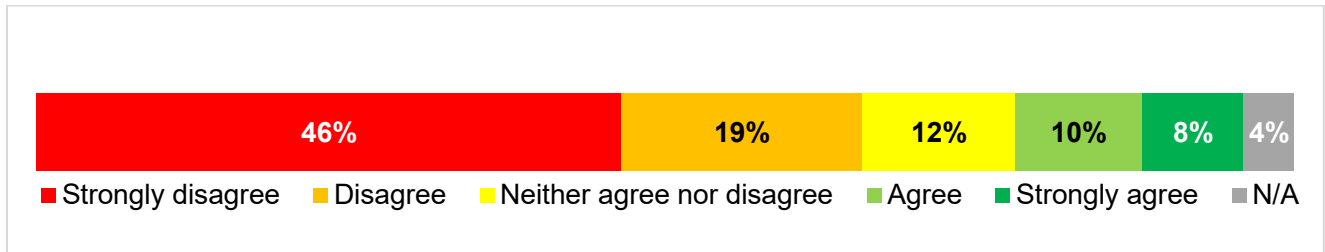


Figure 5: Overall responses about trade-offs n=967

967 participants completed this question. 65% disagreed that improvements outweighed any negative effects, 18% agreed, and 12% neither agreed nor disagreed.

Respondents from target streets were more likely to agree with the question:

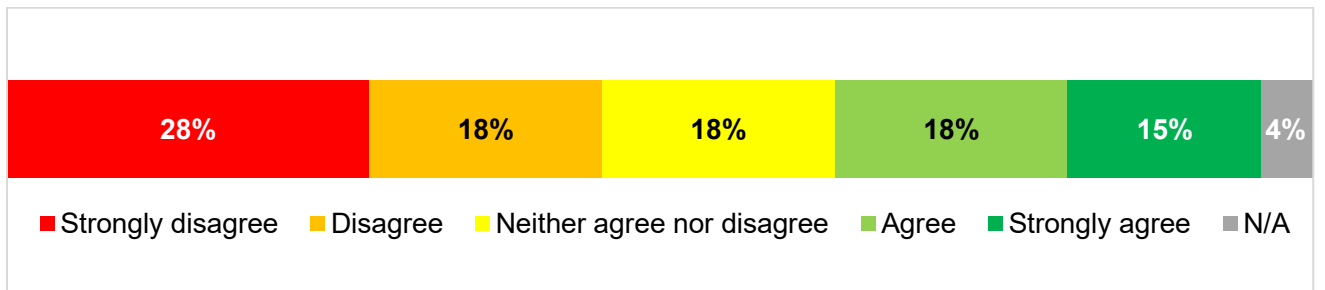


Figure 6: Responses about trade-offs from target streets n=205

Of the 205 respondents, 46% disagreed, 33% agreed, and 18% neither agreed or disagreed.

Comments

The most common reasons provided in support of the changes included:

- Improved vehicle volumes on local streets, leading to improved travel times to and from homes
- Improved access to homes and driveways, particularly on target streets
- Improved safety for people driving, walking and cycling
- Reduced speeds
- Reduced accidents, particularly along Dewbourne Avenue

The most common reasons noted for not supporting the traffic changes included:

- Inconvenience to residents, including increased travel times to and from homes and less direct routes. Some residents noted this creates a disincentive to travel around the area
- Changes have not made a noticeable difference to volumes in the neighbourhood from resident perspective

- Changes have displaced traffic to adjacent streets, creating new potential congestion, and issues getting in and out of driveways. These concerns were identified primarily regarding Croydon Road and Markdale Avenue
- Safety concerns arising from increased volume on some streets, particularly for streets lacking sidewalks and near schools where children may walk in the roadway
- Changes do not address congestion on main roads (Eglinton Avenue West, Bathurst Street, Spadina Road)
- Perceived lack of enforcement of the changes
- Issues with sign visibility
- Reliability of data given time of year and many residents being away for the winter
- Access to local schools for students, staff and parents, and access to places of worship for staff and congregants

Respondents also provided various suggestions to alter or replace the changes:

- Implement resident exemption passes for the regulations
- Adjust the timing of the regulations (from all-day or all-times to peak hour). Commonly suggested locations for these changes included:
 - Strathearn Road/Burton Road: Change from 7 a.m. – 7 p.m. to rush hour only
 - Chiltern Hill Road: Extend peak hours (2 – 6 p.m. from 4 – 6 p.m.)
 - Dewbourne Avenue 'Do Not Enter' locations: From all times to rush hour only, or weekdays only
- Improve the visibility of signage, add 'new' signs to highlight the recent rule changes
- Add physical planter at Dewbourne Avenue and Chiltern Hill Road as planned
- Re-install the signs at Strathearn Road and Bathurst Street in a more visible location
- Remove bike lanes along Eglinton Avenue
- Make design changes at Eglinton Avenue West and Allen Road to improve congestion throughout the area, including:
 - Allow right turns on red lights
 - Remove the pedestrian and cyclist crossing and lights
- Adjust signal timing at Bathurst Street and Eglinton Avenue West to allow more left turns
- Increase enforcement of the new regulations

Additional Feedback

173 comments were submitted by phone and email during the monitoring period (December 17, 2025 – February 8, 2026) and are summarized below:²

Topic	Comment Summary
Eglinton & Allen Intersection design	<ul style="list-style-type: none"> • Intersection of Eglinton Avenue West and Allen Road is a root cause of congestion in the area • Suggestions about how to fix the congestion, including modifications to the design of the ramp, permitting right turn on red, positioning more traffic wardens, and disallowing bicycles and pedestrians from crossing the ramps.
Improvements	<ul style="list-style-type: none"> • Improvements to traffic volumes and safety on certain streets, particularly along Old Forest Hill Road north of Eglinton, and along Dewbourne Avenue
Traffic displacement onto Markdale Avenue, Croydon Road and Chiltern Hill Road	<ul style="list-style-type: none"> • Markdale Avenue and Croydon Road (north of Strathearn Road) and Chiltern Hill Road received reports of increased volumes of traffic • Residents submitted photos and videos demonstrating the increased volumes on Markdale Avenue and Croydon Road, and queuing on Chiltern Hill impacting access to driveways
Inconvenience and travel times	<ul style="list-style-type: none"> • Increased travel time to get to and from homes and schools in the area due to limited options to turn into and out of the neighbourhood, and increased queuing to access the turns that remain available (e.g.: Markdale Avenue) <ul style="list-style-type: none"> ○ Some residents were disproportionately impacted due to location of ‘do not enter’ regulation beginning very close to driveways, requiring longer detours • Access limitations for some buses to get to school • Access limitations for Wheel Trans and other accessibility vehicles which have to be facing a certain direction to load • Traffic flow challenges for teachers and students to access a new planned Junior Kindergarten at Holy Blossom Temple and for teachers to access the Leo Baeck Day School
Congestion at Bathurst and Eglinton	<ul style="list-style-type: none"> • Ongoing congestion at Eglinton Avenue West and Bathurst Street, specifically the long wait times to turn left and lack of left turn storage, leading to congestion further south of the intersection
Safety	<ul style="list-style-type: none"> • Impacts of higher traffic volumes on safety, especially for people who must walk in the roadway due to lack of sidewalks • Safety of unsignalized left turns off Bathurst Street onto streets like Croydon Road and Markdale Avenue • Challenges travelling from east of Bathurst Street westbound to Cedarvale due to Burton Street through-restriction, as the new regulation requires drivers to instead make two challenging turning movements in quick succession to enter the neighbourhood
Speed	<ul style="list-style-type: none"> • Cars turning into the neighbourhood via Croydon Road and Markdale Road appear to be speeding
Lack of improvement	<ul style="list-style-type: none"> • Volumes have not improved on some streets, such as Gloucester Grove, Chiltern Hill Road, and Glen Cedar Road

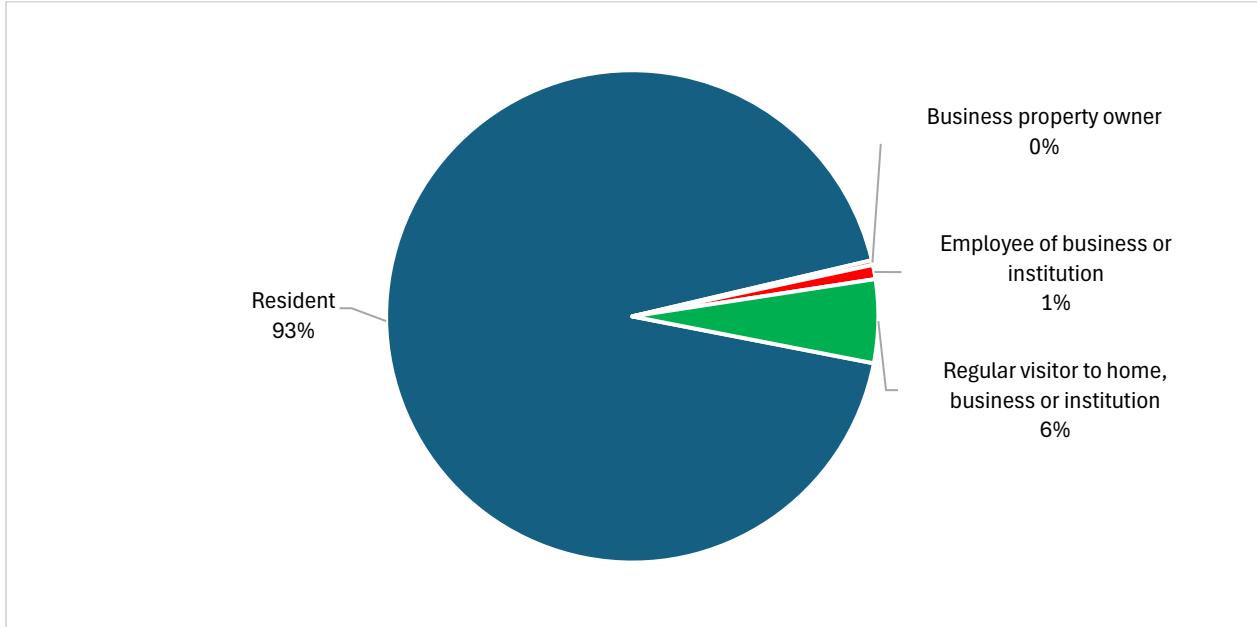
² An additional 97 comments were received by staff between November 17, when notification went out to notify residents about the upcoming changes, and December 17 when changes were installed. Comments were read and considered by the project team but only comments received post-installation of the changes are included in this summary. Comments received that pre-date installation raised very similar concerns and questions to the themes summarized in this report.

Topic	Comment Summary
Enforcement	<ul style="list-style-type: none"> • Low compliance with new regulations • Limited enforcement from police • Some signage has limited visibility or is not noticeable enough
Suggestions	<ul style="list-style-type: none"> • Introduce a resident exemption permit system • Improve traffic flow at Eglinton Avenue West and Allen Road • Remove all trial restrictions and restore to pre-trial condition • Remove all traffic restrictions in neighbourhood, including those that pre-dated the trial, such as one-ways and turn restrictions • Adjust the timing of some restrictions (from 7am to 7pm to peak hours) • Increase enforcement • Adjust signal timing at Bathurst Street and Eglinton Avenue West to allow more left turns

Appendices

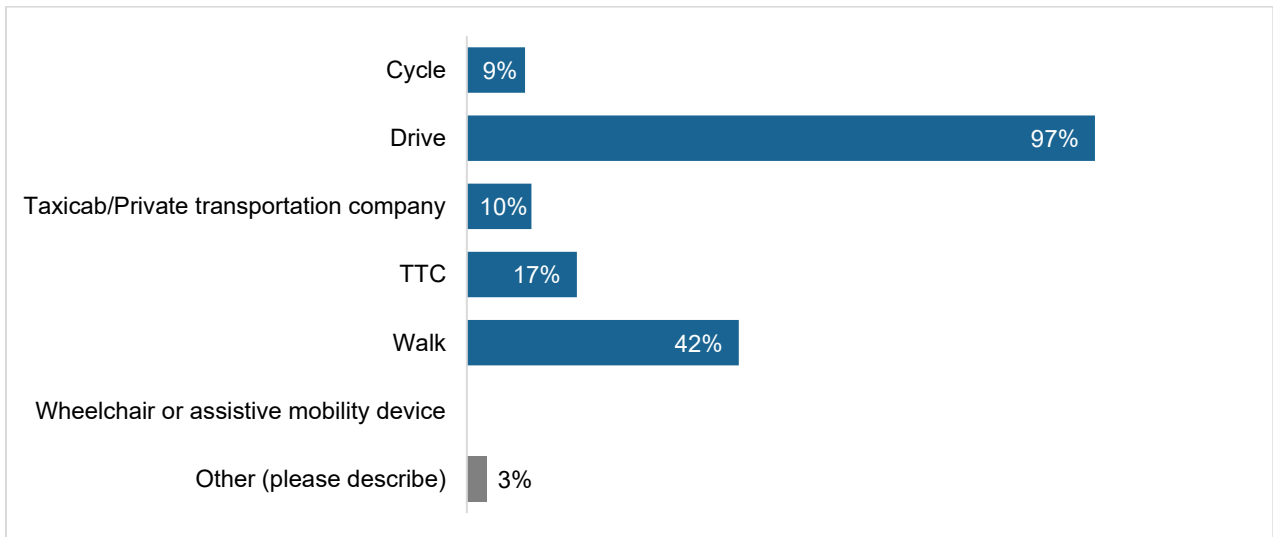
Appendix A: Survey Participant Profile

Relationship to the Project Area | n=967



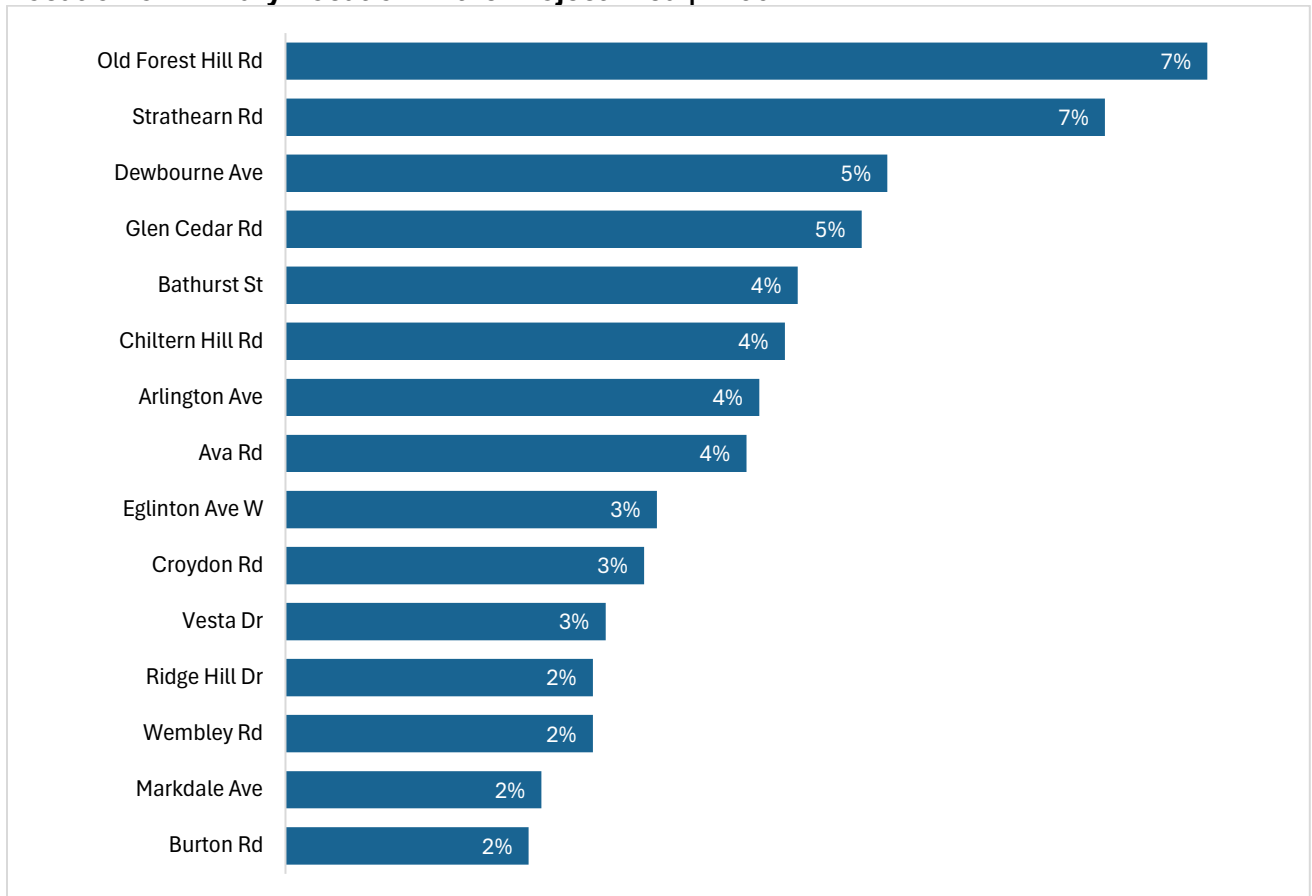
Almost all respondents to the 'resident' survey identified primarily as residents of the area, with a small percentage identifying as regular visitors to homes, business or institutions in the project area.

Typical Ways of Travelling To/From Primary Location | n=966



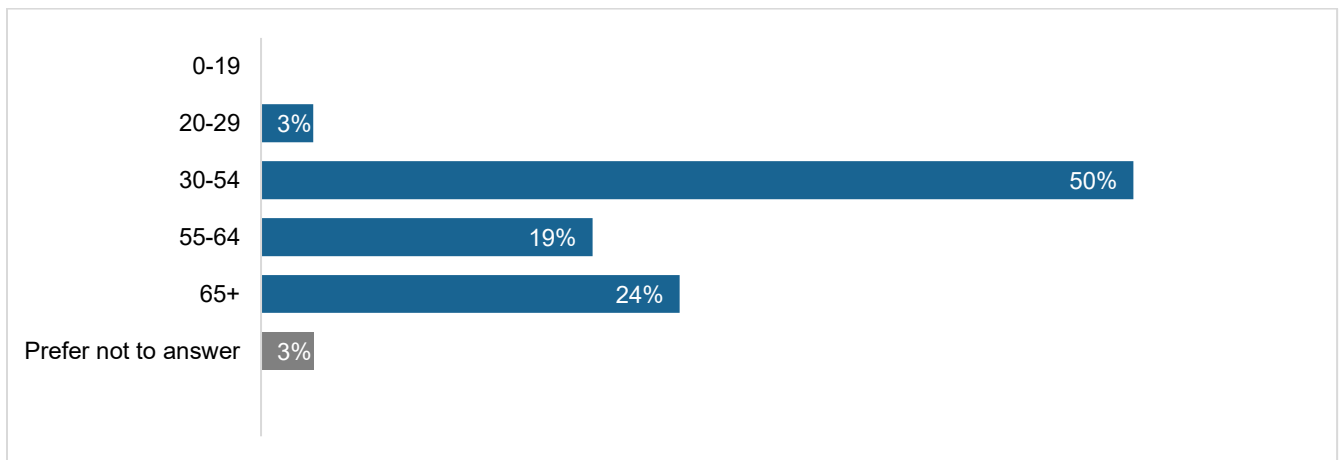
Almost all survey respondents drive to and from their primary location, followed by about 42% of respondents who walk.

Location of Primary Location in the Project Area | n=967



There were 72 streets identified by respondents as their primary location, and the top 15 by number of respondents are shown above. The street with the most respondents was Old Forest Hill Road, with 7% of the total number of surveys or 72 respondents.

Age | n=967

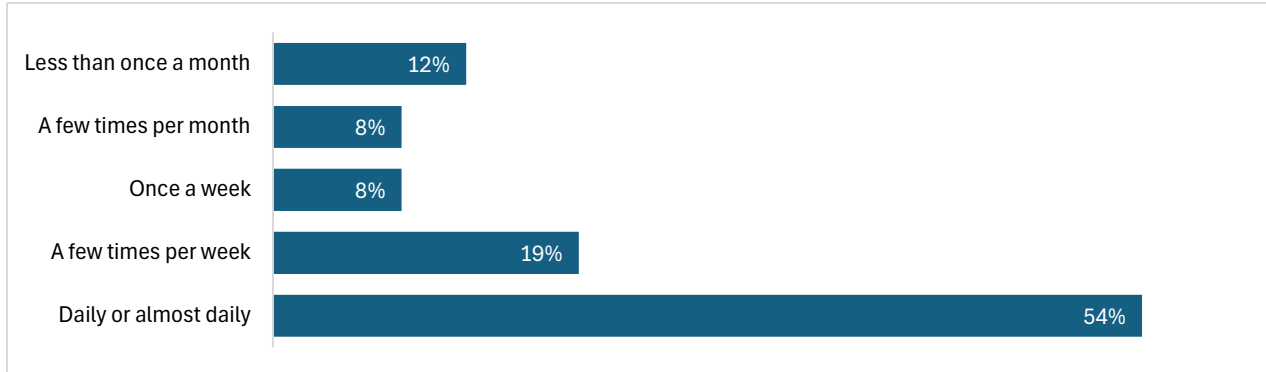


Most survey respondents are in working age categories.

Appendix B: Commuter Responses

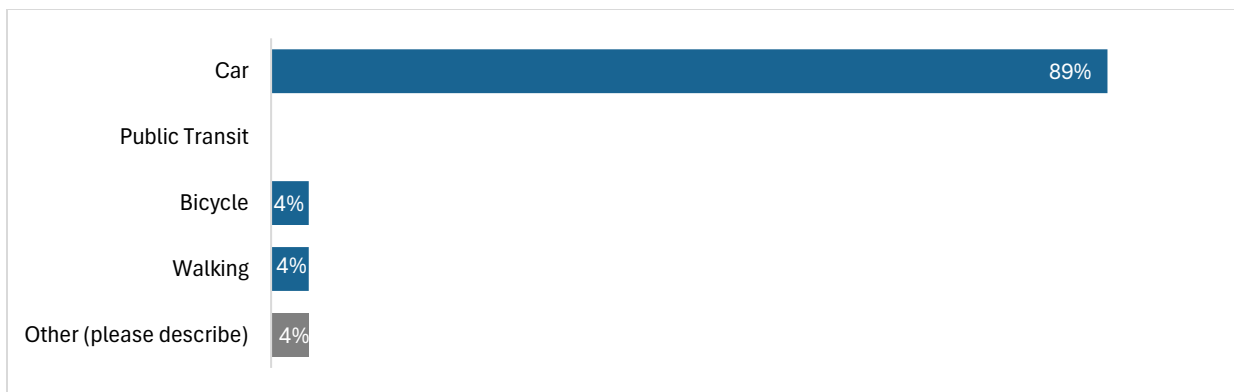
27 respondents completed the Commuter survey.

Question: How often do you travel through this area?



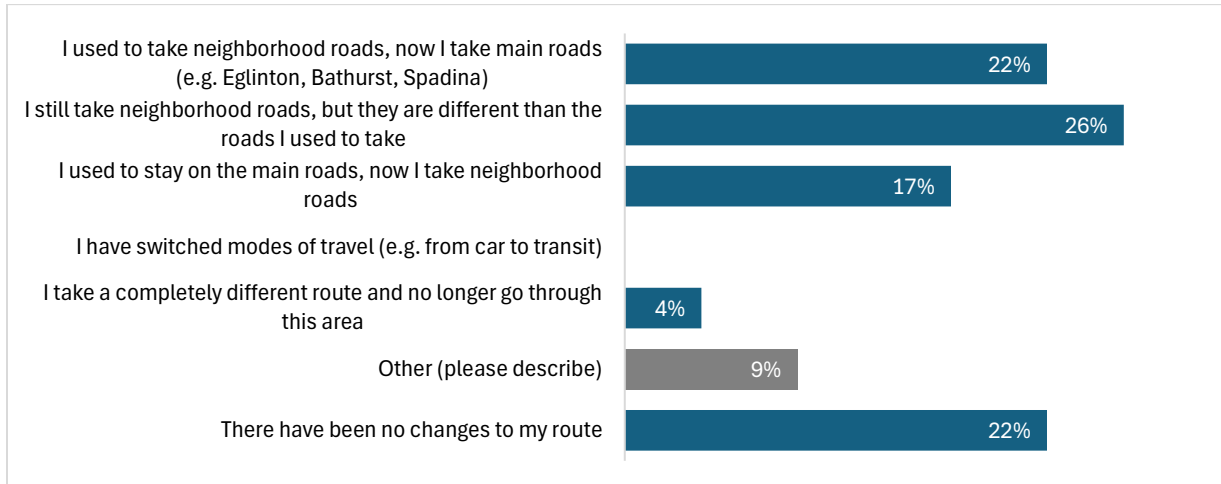
The majority of respondents indicated they travel through the Eglinton & Allen area on a daily or near-daily basis.

Question - What is your primary form of transportation when travelling through this area?



Almost all respondents indicated their primary method of travelling in this area was by car.

Question: Please describe the primary way your routes have changed when driving through this area due to the new traffic regulations:



The most common route changes reported by respondents was that they still take neighbourhood roads, but different once than before (26%). 22% of respondents indicated they have switched to taking main roads as opposed to neighbourhood roads. 22% also noted no changes to their route.

Comments

- Congestion on main roads, particularly the intersection of Bathurst Street and Eglinton Avenue West, which some respondents noted creates an incentive to use neighbourhood roads
- Commute times have increased since the trial (10-15 minutes) and delays getting to Allen Road
- Changes overly benefit local residents over people trying to navigate through the area
- Negative impacts to businesses between Bathurst Street and Allen Road, as access to them via Dewbourne Avenue has become more challenging
- Environmental impact of having to drive further and longer to reach destinations