

Public Meeting Summary

Date: Monday, March 23, 2026

Meeting Type: Virtual

Start time: 6:30 p.m. **End Time:** 8:00 p.m.

Project Overview:

The City of Toronto is examining options to redesign the intersection of Eglinton Avenue West and the Allen Road Expressway. The Eglinton & Allen Intersection Study will explore ways to improve traffic congestion both at the intersection and in surrounding neighbourhoods.

Meeting Objectives:

Share updates on the Eglinton & Allen Intersection Study and results of the neighbourhood traffic change trial including:

- Results of the monitoring that took place from December 17 to February 8, including before and after traffic counts and survey results
- Planned adjustments to the traffic changes
- A status update on the Eglinton & Allen Study and the upcoming consultation process

Meeting Overview:

The meeting was facilitated by Katelynn Northam, Senior Coordinator Public Consultation. A presentation was provided by Kelsey Carriere, Senior Project Manager Transportation Services on Traffic Pattern Changes Monitoring Results and Next Steps, followed by the opportunity for participants to ask questions and hear responses from City staff, Councillors and Toronto Police Services. A second presentation was provided by Monika Nasterska, Senior Project Manager Transportation Services about the Eglinton & Allen Intersection Study, followed by the opportunity for participants to ask questions and hear responses from City staff. The [presentation materials](#) can be viewed on the project website.

Questions & Comments

The following questions (Q), comments (C) and answers were provided during the meeting and have been categorized by topic. All responses are provided by the City unless otherwise noted.

Questions and answers have been lightly edited for clarity and brevity. Additional questions and comments submitted during the meeting but not answered have been organized by topic are also included.

Trial Traffic Changes

Questions & Comments	Project Team Answers
<p>There have been significant improvements on Hilltop Road since traffic pattern changes. I've observed over 100 vehicles violating restrictions at Hilltop Road/ Old Forest Hill Road/ Eglinton Avenue West in one hour. I saw no visible police enforcement during the study. Why is there no enforcement? And can we get police to start enforcing rules?</p>	<p>The main intent of the traffic pattern changes was to reduce volumes and stop GPS apps from directing cut-through traffic onto streets not designed for those volumes.</p> <p>Sgt. Pat Robitaille, Toronto Police (13 Division): We knew we couldn't always be at every intersection, but we tried to enhance the strategy of diverting vehicles away from the corridor. We've shared our enforcement data with the City. If Hilltop Road hasn't seen much presence, we can redirect officers there. We also stop residents trying to get home, and some have asked for help with the court process. TPS must balance enforcement and public safety needs with the resources we have. But if you're witnessing lack of compliance that is causing safety or congestion concerns, please let 13 Division or your councillor know.</p>
<p>I live on Strathearn Road and have difficulties crossing Bathurst Street due to lack of signalized crossing. What is the end goal? Is it to alleviate traffic in the neighbourhood, or to clear traffic getting on/off the Allen? These goals seem incompatible. If you solve Eglinton Avenue West congestion, you solve the neighbourhood problem.</p>	<p>The City is working on these goals simultaneously. Intersection redesign is a longer process, and neighbourhood relief measures can be provided while waiting for that redesign in the near-term. Neither effort delays the other.</p> <p>Changes to the current Strathearn Road and Bathurst Street trial restrictions are being brought forward by Councillor Matlow to improve access to Cedarvale at this intersection</p> <p><i>Post-meeting note: The turn and no-through restrictions impacting Strathearn Road, Burton Road and Bathurst Street were rescinded at the March 25-27 City Council meeting and signage has now been removed.</i></p>
<p>Could Camberwell have lane markings and a no-stopping zone at the top? Could it also have a 7 a.m. – 7 p.m. no-left-turn restriction?</p>	<p>Camberwell has been experiencing congestion from cut-through traffic. At the north end, four Toronto Parking Authority spots were blocking flow. Temporary measures of bagging the parking meters and adding barriers to remove parking were implemented to support the two-lane exit. Permanent changes to reinforce this are underway. Turn-restriction time changes require further consultation with the community and councillors.</p> <p><i>Post-meeting note: A recent short period of intensified traffic on Camberwell was caused by a glitch in Google Maps which has since been rectified.</i></p>

Questions & Comments	Project Team Answers
<p>Is there a stage two of additional one-way streets planned?</p>	<p>The “Phase 2” concept was only intended as an acknowledgment that following Phase 1, tweaks to the trial changes might be needed. There is no second phase planned. Any further adjustments will be handled through the Eglinton & Allen Intersection Study and associated Neighbourhood Mobility Strategy.</p>
<p>Can residents receive passes to be exempted from restrictions?</p>	<p>Under the Highway Traffic Act, this is not possible. It would be challenging for traffic officers to verify who is “local”, and manage exceptions like visitors and workers.</p> <p><i>Post-meeting addition: The Highway Traffic Act requires that all drivers must obey all signs. Signs prohibiting certain movements can exempt a vehicle class (e.g. they may be installed with a ‘bicycles excepted’ or ‘buses excepted’ sign), however the City does not have a mechanism to exempt residents of a certain area.</i></p>
<p>At Winona and Eglinton, there is a no-left-turn 7 a.m. - 7 p.m. every day. Why is it all week, including weekends?</p>	<p>When determining turn restrictions, there is no differentiation between residents and commuters, and the City is aware that regulations that make it more convenient for residents also make it more convenient for cut-through traffic. It’s a question of balance with implementing these regulations. The City has found peak-hour-only restrictions aren’t as effective as all-day, because GPS apps often continue to route traffic through neighbourhoods during these times. There is also still significant traffic outside peak hours.</p> <p><i>Post-meeting note: This particular turn restriction dates back to at least 2007, pre-ECLRT construction, and is an effort to minimize southbound Allen traffic on neighbourhood streets. It was temporarily revoked during ECLRT construction. It can be revisited as part of the Neighbourhood Mobility Plan during the study.</i></p>
<p>At Dewbourne Avenue & Richview Avenue left turns are prohibited seven days a week, all hours. Why is this so restrictive? I request to amend to weekday or peak-hour restriction to match nearby streets.</p>	<p>This restriction was requested by residents. Dewbourne Avenue was acting as a feeder street from Spadina Road and Old Forest Hill Road toward Cedarvale, funneling traffic to Bathurst Street. Cars were lining up on Dewbourne Avenue and making dangerous four-lane crossings across Bathurst Street. There were multiple collisions. The restriction dramatically reduced vehicles using Dewbourne Avenue to cross Bathurst Street.</p>

Questions & Comments	Project Team Answers
<p>I have concerns that while restrictions have improved cross-town traffic, nearby residents feel overlooked. Lanark Avenue (a one-way street from Winona Drive) is difficult to access because multiple streets are closed to Eglinton Avenue West, forcing all traffic onto Winona Drive and Oakwood Avenue. These restrictions can make short drives (from Atlas Avenue and Gloucester Grove to Winona Drive and Lanark Avenue) 15- 20 minutes long. Please consider opening more access points to Eglinton or removing street parking on Winona Drive to improve access.</p>	<p>Councillor Matlow: Many neighbourhood traffic rules have been developed through many ad hoc, street specific decisions, creating a patchwork of regulations. Any proposed adjustment must be reviewed to ensure it does not have negative impacts on nearby streets. Residents are welcome to send specific suggestions to the Councillor’s office, who will then review proposals to determine feasibility and potential impacts.</p> <p><i>Post-meeting note: In the example cited, there are no existing restrictions to motor vehicle between Atlas Avenue / Gloucester Grove and Winona Drive/ Lanark Avenue. Long drive times for this 140m stretch may be a result of overall congestion in the neighbourhood.</i></p>
<p>I acknowledge the concerns about inconvenience raised but also note that these restrictions have led to significant safety improvements in the neighbourhood. I am willing to accept extra travel time if it improves overall community safety, especially thinking about the pedestrian who was hit by cut-through traffic. I also want to thank Councillor Matlow for revisiting previous ad hoc traffic decisions that contributed to these issues and thank the City team for taking a strategic and systematic approach.</p>	<p>Regardless of differing views on convenience and other impacts of traffic measures, safety is the top priority.</p>
<p>I live on Chiltern Hill Road, between Eglinton Avenue West and Dewbourne Avenue, and our block has been impacted by westbound access restrictions. Has the City considered relocating the traffic signal from Rostrevor Road and Eglinton Avenue West to Chiltern Hill Road and Eglinton Avenue West? With traffic diverted onto Chiltern Hill Road, left turns onto Eglinton are difficult when congestion causes backups that extend to Dewbourne Avenue. The Rostrevor Road intersection doesn’t appear to experience the same.</p>	<p>As part of the Eglinton & Allen Intersection Study and the associated Neighbourhood Mobility Strategy, current traffic signal placement will be reviewed. Traffic signals can help facilitate movements, particularly for turning vehicles onto Eglinton Avenue West.</p> <p><i>Post-meeting note: Relocating traffic signals may also have the unintended impact of increasing traffic on these streets, as drivers may prefer routes with signalized access to Eglinton.</i></p>

Eglinton & Allen Study

Questions & Comments	Project Team Answers
<p>With the LRT open, when will the Eglinton Avenue West bike lanes be installed? Will the traffic study affect that?</p>	<p>The design of the cycle tracks around Allen Road may be tweaked to accommodate the best possible design option for improving capacity at this intersection. The cycle tracks on Eglinton Avenue West are part of the long-term Eglinton Connects plan, approved in May 2024, and 11 km of it has already been built by Metrolinx. The eglintonTOday Complete Street Project is the City’s commitment to fill the gaps in existing complete street infrastructure along the Eglinton corridor.</p> <p>The timing of installation was delegated to Transportation Services to align with the LRT opening when surface transit vehicle volumes would be minimized. The LRT only opened a month ago, and the LRT will change how people travel on Eglinton Avenue West. Traffic patterns (and shifts to transit) will continue to adjust.</p> <p>Installation of the complete street requires warmer weather and the timeline for installation has not been set. However, our commitment to this community is that installation of the section between Allen Road and Bathurst Street will not occur until after the Eglinton & Allen Intersection Study is completed.</p>
<p>There is a great east–west tunnel under Allen Road that pedestrians don’t use. Can pedestrians be prohibited from crossing on the north side to improve traffic flow?</p>	<p>Data has shown reductions in the use of the pedestrian crossing button since the tunnel opened, but people continue to cross at street-level as a more convenient connection to buses and to travel along Eglinton Avenue West to other destinations. The surface crossing cannot be removed because the tunnel closes when transit is closed and is not accessible 24/7. The Eglinton & Allen Intersection Study will examine alternative pedestrian and cyclist crossing options.</p>

Eglinton & Allen Intersection Study

Questions & Comments	Project Team Answers
<p>To what extent does the Eglinton and Allen redesign incorporate all projected growth in the area, including findings from the Growing Marlee-Glencairn study?</p>	<p>The project team is aware of the Growing Marlee-Glencairn study. It's active and exploring long-term options for the area. The intersection redesign is focused on near-term conditions because the City wants improvements implemented sooner. The project team will consider implications for the intersection that could arise from the results of the planning study.</p> <p><i>Post-meeting note: The Growing Marlee-Glencairn study anticipates intense growth in the area, which further reinforces the need to provide transportation options that will minimize private automobile use to better manage this growth.</i></p>
<p>What methods will be used to properly test the redesign before construction begins, and can we get quick responses to any issues that come up after it's built?</p>	<p>The study consultant is developing a traffic model of the study area, which allows the project team to test different redesign options before anything is built. The project team will have ways to monitor traffic after implementation. Additionally, smart signals (signals that respond dynamically to traffic), are part of what's being considered. The redesign includes ideas like widening the on-ramp to northbound Allen Road and exploring other options mentioned by the public, including large-scale solutions. Staff are considering both short-term trials and long-term options that may be needed to properly fix the problem</p>
<p>Wouldn't building a pedestrian bridge at the Allen Road on-ramp address many of the current concerns by allowing safe pedestrian crossing and maintaining uninterrupted access to Allen Road?</p>	<p>The project team is considering a pedestrian bridge as one option. This would take time to build. Before committing to it, the project team needs to evaluate it and understand how it would function along other potential changes at the intersection, such as a ramp widening. We're reviewing all options to determine the best overall solution.</p>
<p>Can you speak to the timelines, what to expect around implementation, and the next steps following the study?</p>	<p>The study is focused on selecting the preferred design, and after that, additional study and detailed design may be required. The timelines will depend on which option is selected, some will be quicker and easier to implement. After detailed design, the project would be included in the City's capital budget and seek Council approval.</p>

The following questions and comments are organized by topic and were submitted during the meeting but were unable to be answered in the allotted time. Some questions have been edited for clarity and to consolidate similar questions from multiple people.

Trial Traffic Changes: Process and Next Steps

Questions & Comments	Project Team Answers
<p>How were residents consulted on traffic changes and did meetings include anyone from Camberwell Road?</p>	<p>Staff conducted a feedback survey from January 19 – February 8 and also accepted and recorded input from email and phone calls. A notice about this feedback process went to 11,000 households in the area. Councillors conducted additional consultation with residents who reached out with specific concerns, in response to requests. There was no specific meeting organized with residents of Camberwell Road.</p>
<p>What day and time were the before and after photographs of Camberwell Road taken?</p>	<p>Before photo of Camberwell Road shared in the presentation was taken at 7 p.m. on Tuesday April 22, 2025 and the after photo was from Thursday, December 18 at 3:30 p.m., the day after the changes were implemented.</p>
<p>Will there be additional study of the traffic patterns beyond the two dates in January?</p>	<p>The Eglinton & Allen Intersection Study will include an area-wide Neighbourhood Mobility Strategy analysing and making recommendations on traffic patterns throughout the neighbourhood.</p>
<p>Northbound traffic is bad on Sunday afternoons and the traffic study was only conducted on weekdays.</p>	<p>Traffic studies are done in 'typical' weekday conditions to get the most accurate information about traffic patterns. Where appropriate, turn restrictions intended to address congestion are seven days per week recognizing weekend traffic can be heavy as well.</p>
<p>What were the results of the interactive public consultation at West Preparatory Junior School in May 2025? What trends were observed and how was the information used?</p>	<p>This information collected at this prior consultation informed the traffic pattern changes that were recently implemented and has informed the scope of work for the Eglinton & Allen Intersection Study. A report of what was heard at this workshop is on the project website: toronto.ca/EglintonAllen under 'Public Consultation'.</p>

Trial Traffic Changes: Issues

Questions & Comments	Project Team Answers
<p>Can congestion at Bathurst Street and Eglinton Avenue West be addressed? If congestion here is lessened, compliance to regulations might improve.</p> <p>Suggestion to consider:</p> <ul style="list-style-type: none"> • Change the light to be a controlled left turn only, followed by a red light. • Add a red light camera to make pedestrian crossing safer 	<p>Noted. The left turn light has been lengthened to the greatest extent possible and was recently extended by three seconds, further changes would create issues with vehicles becoming stuck in the intersection because of lack of space on Eglinton Avenue West to turn. Addressing the upstream issue at Eglinton Avenue West and Allen Road and reducing congestion on Eglinton Avenue West could allow the City to lengthen this left turn light in the future. Potential further change to the lights can be considered in the Neighbourhood Mobility Strategy.</p>
<p>What was the rationale of choosing Ava Road as the high volume east-west street, when the traffic could be spread out to Dewbourne Avenue as well? There is a significant increase in traffic on Ava Road.</p>	<p>Ava Road was not intentionally selected to be a higher-volume street. The intention of the 'Do Not Enter' on Dewbourne Avenue was to deter commuter traffic cutting through the area by making it slightly less efficient to do so. This does mean some drivers, such as local residents, may choose to take Ava Road as an alternate route.</p>
<p>I live on Old Forest Hill Road and my children go to school in the area. I can no longer legally navigate my neighbourhood from work and to my children's school. This creates a major problem.</p>	<p>The project team has reviewed alternate motor vehicle routes to ensure accessibility is maintained for local residents. However, we understand that in some cases residents will need to take new routes to and from their homes than they are accustomed to. If you have further concerns to share, please email the project team.</p>
<p>The 'No Enter' westbound at Chiltern Hill Road and Dewbourne Avenue has increased congestion on Chiltern Hill Road. How is this being addressed?</p>	<p>Staff and the Councillor's office will conduct more consultation with residents of Chiltern Hill Road to assess the potential for additional adjustments to the traffic rules to deter commuter traffic from Chiltern Hill Road. Please email Councillor.Matlow@toronto.ca to be looped in on future meetings.</p>
<p>What is the traffic plan when there will be a drop off for Bialik Junior Kindergarten at Holy Blossom Temple on Dewbourne Avenue starting in September?</p>	<p>Staff and Councillors are in touch with Holy Blossom to ensure traffic regulations can accommodate safe pick up and drop off of students without unduly impacting the neighbourhood. Councillor Matlow will be meeting with residents on nearby streets and Holy Blossom to determine how to move forward.</p>

Questions & Comments	Project Team Answers
<p>The changes have improved conditions on most congested streets like Glenarden Road. While some of the residents may experience new traffic on their streets, I can guarantee it's nowhere near the impact that has been expunged on the highest streets.</p>	<p>Noted, and we are glad to hear that there have been noticeable improvements to Glenarden Road.</p>
<p>Concern about removal of the restrictions at Strathearn Road and Bathurst Street, and potential for increased traffic on Glen Cedar Road and other streets.</p>	<p>Councillor Matlow has opted to motion to remove the restrictions at Strathearn Road and Burton Road at Bathurst Street in the interest of reducing impacts to residents entering the neighbourhood and on adjacent streets.</p>
<p>GPS apps still direct drivers to make illegal movements in the neighbourhood, such as left turns at Camberwell Road during rush hour.</p>	<p>Staff are aware of this and followed up with Google Maps post-meeting to correct the issue. We are investigating how this can be prevented in the future. Generally, staff have found that navigation apps comply better with all-day restrictions than peak hour restrictions.</p>
<p>There is new congestion at Forest Hill Road and Spadina Road, the back-up of cars has increased materially at rush hour. I cannot get out of my driveway.</p>	<p>Staff have not observed increases in congestion at Old Forest Hill Road and Spadina Road through volume data or from on-site observations, but the project team will re-assess as part of the development of the Eglinton & Allen Intersection Study Neighbourhood Mobility Strategy.</p>
<p>Have turn restrictions onto Markdale Avenue been considered? Markdale Avenue had heavy traffic before the pilot, and continued to experience high traffic. Why was it not a target street to begin with?</p>	<p>“Before” counts for Markdale Avenue show traffic volumes within the expected road capacity of the street. The streets targeted for improvements were experiencing high volumes of congestion, such as cars idling on the street in a long line while waiting to make left turns onto Eglinton Avenue West. This had direct impacts on access to homes for local residents.</p>
<p>The graphic you showed indicating the changes in traffic counts following the changes showed greater than 500 vehicles northbound at Glen Cedar Road in two locations. One between Avenal Drive and Ava Road and one between Ava Road and Dewbourne Avenue. All the outflowing arrows from the Glen Cedar Road and Dewbourne Avenue show a reduction in volume. Where did the increased inflow go?</p>	<p>The map shows volume changes, which does not necessarily reflect a change in vehicle flow. If traffic is not flowing well, volumes may look lower because fewer cars are entering and exiting the street. This may reflect the conditions being experienced, and can be reconfirmed with queuing data that staff will be reviewing later in the spring.</p>

Questions & Comments	Project Team Answers
<p>There is a lot of honking in the neighbourhood all day and often into night. There is also a lot of noise from traffic warden whistles. This is highly stressful. What can be done in the short term to reduce the noise?</p>	<p>Noted. The City is aware this is one of many impacts of congestion experienced by residents. The City is taking this issue seriously and working to reduce congestion so that these impacts are not as felt.</p>
<p>Neighbourhood residents use Allen Road as well, so when we add to the congestion of Allen Road, neighbourhood residents are affected.</p>	<p>Noted. The City agrees there are many reasons to improve the situation at Eglinton Avenue West and Allen Road, both for local residents and residents at large.</p>

Trial Traffic Changes: Future Actions

Questions & Comments	Project Team Answers
<p>Signal changes:</p> <ul style="list-style-type: none"> • Can the traffic light at Rostrevor Road and Eglinton Avenue West be moved to Chiltern Hill Road and Eglinton Avenue West? • Consider a left turn signal and Burton Road and Spadina Road to reduce drivers being stuck behind cars waiting to turn. • New traffic lights were installed at Winona Drive and Eglinton Avenue West that are a few feet away from the lights at Marlee Avenue and Eglinton Avenue West. What are the plans? 	<p>Relocation or changes to traffic signals in the area is one potential measure to be analysed by the consultants as part of the Neighbourhood Mobility Strategy.</p> <p>The new signal infrastructure at Winona Drive and Eglinton Avenue West were installed in preparation for the Eglinton Avenue Complete Street design. This new signal alignment, once activated, will include both Marlee Avenue and Winona Drive to provide safer pedestrian and cycling crossing of Eglinton Avenue West and better connectivity, supporting a safe westbound connection from Eglinton Avenue West onto Winona Drive heading southbound, and from the existing Winona Drive bikeway northbound to continue on Marlee Avenue.</p>

Eglinton & Allen Intersection Study

Questions & Comments	Project Team Answers
<p>Additional concerns about traffic diversion to streets and requests for additional measures:</p> <ul style="list-style-type: none"> • Winona Avenue • Winnett Avenue • Oakwood Avenue • Menin Road (reinstate pre-existing turn restriction) <p>Everden Road (reinstate pre-existing turn restriction)</p>	<p>Additional changes to traffic patterns will be contemplated as part of the Eglinton & Allen Intersection Study Neighbourhood Mobility Strategy process. Please note that some streets in Oakwood Village area are also subject to potential changes and safety improvements as part of the forthcoming Oakwood Village Neighbourhood Streets Plan.</p>
<p>Chiltern Hill Road</p> <ul style="list-style-type: none"> • Can the 'No Enter' at Chiltern Hill Road and Dewbourne Avenue become 7 a.m. to 7 p.m.? Why is it not a time-specific restriction like the other regulations? • The 'No Enter' regulation does not have high compliance despite being all day. • Can peak hour restrictions be extended to capture the true 'peak hours' of this area (7 a.m. to 10 a.m. and 3 p.m. to 7 p.m.)? 	<p>At Chiltern Hill Road and Dewbourne Avenue the intent was to make this one block of Dewbourne Avenue one-way eastbound to restrict the Allen-bound traffic flow through the neighbourhood, encouraging traffic to stay on the main streets (Bathurst Street and Eglinton Avenue West). As is, restricting all westbound entry accomplishes this while still allowing residents to exit westbound and eastbound from their homes. Adding time constraints would further lessen compliance. We have passed the note about low compliance to Toronto Police Service for their consideration.</p> <p>Extending the peak hours at Chiltern Hill Road is being considered by staff. In all instances, extending the turn restriction does come with the trade-off of further limiting local residents' ability to exit the neighbourhood.</p>
<p>Glen Cedar Road</p> <ul style="list-style-type: none"> • Is making Glen Cedar Road one way south from Eglinton Avenue West being considered, and if not, why not? • Can the turn restriction be extended to 7 a.m. to 7 p.m.? • What else can be done to improve traffic on Glen Cedar Road? 	<p>Glen Cedar Road is the only signalized north-south exit point for residents between Bathurst Street and Allen Road. Making it a one-way going south would further restrict the options for residents to exit the neighbourhood. The City understands that volumes remain high on Glen Cedar Road, but must balance addressing congestion with enabling people to enter and access the neighbourhood. That said, the study's Mobility Strategy will reassess all traffic regulations in the area to see what further short-term improvements may be made.</p>

Questions & Comments	Project Team Answers
<p>Can the new plan try to provide more options for residents to access Allen Road so that there are not even more rules and restrictions in the area that require long detours?</p>	<p>Noted. The City understands that the traffic regulations create some inconvenience to residents and the mobility strategy will reassess the rules and regulations. Any new restrictions proposed will consider balancing resident access with deterrence of cut-through traffic. It can be challenging to strike a perfect balance, as the easier it is for residents to enter and exit, the easier it also is for commuters to cut through.</p>

Trial Traffic Changes: Enforcement

Questions & Comments	Project Team Answers
<p>'Enforcement' does not necessarily mean ticketing everyone...having the physical presence of officers at the "at issue" intersections will eradicate the problem.</p>	<p>Noted. Comments have been passed along to the Toronto Police Service. The City has been collaborating with 13 Division on enforcement. The police must balance enforcement efforts and responding to public safety needs with the resources available.</p>
<p>The intersection of Old Forest Hill Road and Eglinton Avenue West requires increased traffic enforcement. This could be on a short-term basis to educate and deter people from crossing the intersection.</p>	<p>Noted. Request has been passed along to the Toronto Police Service.</p>
<p>How are traffic wardens assigned and scheduled? Can they do enforcement?</p> <p>Can Traffic Wardens be assigned here every day at peak hours as an interim measure prior to implementation?</p>	<p>Traffic Wardens have been assigned to Eglinton and Allen every day during afternoon peak hour, as resources permit. The City has substantially increased their hiring and training of traffic wardens. Traffic wardens were critical to the functioning of the intersection when the intersection first reopened in 2023 and the signals were not properly aligned. Now that signal equipment and timing adjustments have been made, the signal is operating optimally switching from westbound traffic to eastbound traffic except for short breaks for pedestrian crossing when the crossing button is pressed. There is little time for an officer to overrule the current signal as eastbound and westbound movements cannot proceed at the same time.</p>

Questions & Comments	Project Team Answers
<p>How will the Chief Congestion Officer accomplish their goals if a lack of enforcement is a direct cause of some issues?</p>	<p>Enforcement is an important part of managing congestion, and works alongside other measures such as signage, design and the function of the Eglinton and Allen intersection itself. While resources can constrain the ability for officers to be present at all times, the goal is to ensure enforcement is sufficient to drive proper adherence to the rules.</p>

Trial Traffic Changes: Signage

Questions & Comments	Project Team Answers
<p>The signage at Eglinton Avenue West and Old Forest Hill Road is not visible on the corner and can be blocked by snow and pedestrians. Can it be attached to the traffic light instead?</p> <p>Can you address the installation of the Hydro pole on the northwest side of the Spadina Road/Old Forest Hill Road intersection as it is completely obstructing the view?</p>	<p>Both comments will be shared with the City's Signs and Markings team to be addressed.</p>

Trial Traffic Changes: Safety

Questions & Comments	Project Team Answers
<p>How do you measure pedestrian risks along Eglinton Avenue West and crossing these streets when making decisions about interim and permanent changes? For example, allowing left turns where there is no traffic light or which streets are best to allow turns?</p>	<p>An intersection that has a high volume of vehicular traffic, pedestrians, or collisions requires a traffic signal in accordance with industry guidelines. The intent of the traffic changes was not to divert all vehicles from a signalized intersection to an unsignalized intersection, but rather to encourage drivers to stay on the main roads.</p>
<p>There was an accident involving a child and nanny at the intersection of Winnett Avenue and Gloucester Grove.</p>	<p>Staff are aware of this incident and send our condolences to the impacted family. This is one reason why it is important to improve safety for all road users in the area.</p>

Questions & Comments	Project Team Answers
<p>I was in a collision here on Jan 9 around 4:10 p.m. Eastbound on Eglinton Avenue West from Marlee Avenue, I was waiting to enter the centre turn lane for Fairleigh Crescent when a TTC bus used that lane to pass traffic and tried to “thread the needle” around me while turning, hitting me. I shouldn’t have to fear TTC vehicles. My FOI request was refused—what will the City do on transparency and to prevent this?</p>	<p>City staff will follow up with you directly about this incident.</p>

Eglinton & Allen Study: Process

Questions & Comments	Project Team Answers
<p>When will changes be implemented?</p>	<p>Timelines for implementation will depend on what preferred options the study recommends. Some solutions may be implemented quickly, and others may require further study. ‘Constructability’, including costs and timelines, will be one criteria considered in evaluation of options. Funding will also need to be secured as part of the budget process, prior to construction being undertaken.</p>
<p>Who is the consultant running the study?</p>	<p>The technical work on the study is being led by Parsons Inc., with CIMA Canada Inc. serving as a sub-consultant to support the design work.</p>
<p>Can the City try out ideas prior to building them using quick-build materials to provide quicker solutions?</p>	<p>Depending on the option, yes, the City may be able to trial some options using quick-build materials.</p>
<p>How is the City prioritizing this study?</p>	<p>The City has hired a project manager dedicated only to the study and has hired a consultant team to conduct the technical work. The budget has been approved for the study and work is expected to take a year.</p>

Questions & Comments	Project Team Answers
Is the Chief Congestion Officer’s approach to congestion policy/opinion driven or engineering/analysis driven?	Any strategies or options developed by Chief Congestion Officer to address congestion will be ones that are supported by rigorous analysis. It should also be recognized that part of the process to develop such strategies and options involves ensuring the views and input of city residents are taken into account.
Does the study include any consideration of the impact on other local streets such as Elm Ridge Drive, Ridelle Avenue and Briar Hill Avenue. Ridelle Avenue specifically is used as an artery for high speed commuter traffic creating congestion and safety concerns.	Elm Ridge Drive is the northern boundary of the study area so will be included in the consultant’s study model. The Secondary study area was selected to capture the areas that could be most impacted by vehicles travelling to and from Allen Road. The consultant team will review traffic counts to determine whether the study area should be expanded north to Briar Hill Avenue.

Eglinton & Allen Study: Potential Options

Questions & Comments	Project Team Answers
Can Eglinton Avenue West be widened to allow more traffic lanes?	Widening Eglinton Avenue West would have significant impacts to existing properties, utilities and public realm assets like sidewalks and trees, and is not a feasible solution. It would also not address the capacity issue at the Allen Road ramps.
Can the City explore extending Allen Road to the Gardiner Expressway or Lakeshore Road, underground?	This would be out of scope and is not part of the Council direction around the study. The intent of the study is to explore a wide variety of options for the intersection, and to select a design that could be implemented in the next few years. An extension of the Allen Expressway would face significant construction challenges and costs, as well as potential property impacts, and it would not have the effect of improving intersection operations for many years.
Increasing the length of the signal to turn right onto Allen Road has helped eastbound and westbound Eglinton Avenue West flow. Can the City increase the signal time more to allow more cars to turn right from Eglinton Avenue West, so that more cars can turn left from Bathurst Street and fewer commuters take Vaughan Road?	Traffic signal timing is one of the measures that the consultants will explore in the study. Currently the signal prioritizes 76 seconds for westbound right turns onto Allen Road and 35 seconds to east bound left turns onto Allen Road. A 21 second pedestrian crossing is provided only if initiated by the push button. If not, this time goes back to westbound right turning vehicles. The signal timing for the intersection as it is today has already been optimized for current conditions.

Questions & Comments	Project Team Answers
<p>Why not close pedestrian and bike access on the north side of Eglinton and Allen so there's unimpeded traffic access onto Allen Road and encourage people to use the tunnel or south side of Eglinton Avenue West to cross? Any redesign options that still permit pedestrian crossings may not fix the congestion issue.</p> <p>Is removing or moving the location of the bicycle lane that crosses Allen Road on the table? Can you explore incorporating a cycling connection into the underground TTC tunnel?</p>	<p>The study will assess the potential impact of various configurations of pedestrian and bicycle access around the intersection, including grade separation (a bridge or tunnel).</p>
<p>Can bollards be installed along the lanes nearing the on and off ramps to prevent cars from 'cutting the line' and interrupting traffic flow?</p>	<p>This is an option under consideration to improve early alignment of traffic into the correct lanes.</p> <p>New painted lines for southbound left turning vehicles will be introduced next month to guide cars turning onto Eglinton Ave W into the correct curb lane rather than the northbound on-ramp lane.</p>
<p>There is a post that blocks the seamless transition going east to turn left onto Allen Road. Why can't that post be removed?</p>	<p>The location of the current traffic island and traffic signal pole just east of the Allen Road off ramp prevents vehicles from backing up through the intersection and inhibiting access for buses to access Cedarvale Station or from exiting southbound off Allen Road. Having said that, other options to accomplish this while improving flow onto Allen Road eastbound could be explored through the intersection study.</p>
<p>Would you consider not allowing parking on parts of Eglinton Avenue West close to Allen Road?</p>	<p>Yes, changes to parking regulations in the area will be one of the measures considered by the project team. Any such proposals will be discussed with the Business Improvement Area (BIA).</p>
<p>An exit onto Allen Road at Glencairn Avenue will reduce all the traffic that goes to Eglinton Avenue West and turns north.</p>	<p>Comment received and shared with project team for review.</p>

Eglinton & Allen Intersection Study

Questions & Comments	Project Team Answers
<p>Specific ideas to improve operations:</p> <ul style="list-style-type: none"> • Yellow signs at entrances to residential streets along Bathurst Street stating ‘no access to Allen Road’ • Encouraging drivers to continue up Bathurst Street to Lawrence Avenue to get onto Allen Road <p>Remove the pedestrian crossing on Eglinton Avenue west of Westover Hill Road to improve traffic flow.</p>	<p>Many residential streets already have “Local Traffic Only” signs which as stated above are not regulatory and cannot be enforced. The relocation of the mid-block pedestrian crossing to a full signal at Westover Hill has been raised and shared with the project team.</p>
<p>Traffic wardens to help eastbound cars turn left onto the Allen have not been effective in my opinion.</p>	<p>Although traffic wardens were critical to the functioning of the Eglinton and Allen intersection when the new intersection reopened in 2023, now that signals have been optimized, there is little opportunity for wardens to direct traffic onto Allen Road safely as it mainly switches from eastbound to westbound traffic flow, only pausing for pedestrian crossing when required via push button.</p>
<p>Consider extending the secondary area to include Bathurst Street and Vaughan Road in the traffic modelling.</p>	<p>Both Bathurst Street between Cedarvale Ravine and Elm Ridge Drive, and Vaughan Road between Bathurst Street and Eglinton Avenue West will be incorporated into the traffic model.</p>
<p>What kind of technological solutions are being considered? Traffic lights could actively respond to the flow and volume of traffic instead of being set to a fixed cycle.</p>	<p>While the signals are currently on a fixed cycle, dynamic traffic signals are under consideration to best support traffic flow along the corridor, though the key improvement will be capacity improvement at the on-ramp itself.</p>

Eglinton & Allen Study: Transit

Questions & Comments	Project Team Answers
<p>What impact has there been on traffic since the LRT opened? Has there been a reduction of TTC buses on Eglinton Avenue West?</p>	<p>The highest volume of TTC buses along Eglinton Avenue West has reduced from 19 per hour to 3. We have observed minor reductions in traffic volumes along Eglinton Avenue West since the opening of the ECLRT, though impacts of people switching to transit trips will take time to change traffic patterns.</p>

Questions & Comments	Project Team Answers
<p>The south entrance to the Cedarvale Station does not have an elevator, only a staircase. Can an elevator be added to improve accessibility?</p>	<p>Thank you for your feedback, it can be passed along to the TTC who is responsible for operating the station. All Cedarvale Station entrances on the north side of Eglinton Avenue West do have elevators.</p>

Eglinton & Allen Study: Growth and Development

Questions & Comments	Project Team Answers
<p>How will you work with new development projects proposed for Eglinton Avenue West that will place even greater demand and congestion to the area?</p> <p>What can be done to stop these developments?</p>	<p>The approval of developments along Eglinton Avenue West and particularly near Allen Road are predicated on easy access to transportation options including the existing subway, the new ECLRT and cycling connections. The City requires development applications to include transportation demand management plans to mitigate the impacts of additional population on the transportation network. It is expected that many of the developments in this area would have lower amounts of parking and would encourage more use of the transit network for new residents. The increase in development applications in this area is aligned with provincial policy to increase density around protected/major transit station areas (P/MTSAs)</p>
<p>Are there large housing developments proposed for the Eglinton and Allen area?</p>	<p>There are several large developments proposed for the area around Eglinton and Allen. More information: Development Pipeline Dashboard</p>

Eglinton & Allen Study: Cycling

Questions & Comments	Project Team Answers
<p>Is there any technical reason why the Complete Street work on eglintonTOday can't start this spring as previously planned?</p>	<p>Installation of the Complete Street between Allen Road and Bathurst Street is paused until the Intersection Study is complete, if the preferred intersection design has impacts on the Complete Street design. The timeline for the installation of the Complete Street is yet to be determined. Technical considerations for the timing of installation would include coordination with other capital work and restrictions on construction associated with the FIFA World Cup 2026.</p>
<p>What data does the City have about cycling numbers in this area? We do not see high numbers of cyclists using this area.</p>	<p>Cycling numbers are currently fairly low along Eglinton Avenue West where there is not safe infrastructure. We see a substantial difference where cycling infrastructure is present. For example, at Avenue Road where there is a short segment 1km stretch of protected bikeway, we see 10x more people cycling than at Bathurst Street and Eglinton Avenue West where cycling infrastructure is lacking. It is typical for the City to see lower cycling numbers prior to installation of cycling infrastructure. In some cases the reason for cycling infrastructure is in response to existing demand, but in other cases, the purpose is to connect people safely to common destinations along major streets in the future. People do not typically feel safe cycling in mixed traffic without a barrier, so numbers of existing cyclists will not be as high as it will be with bikeways installed. It is expected based on experience with other similar bikeway projects on major streets that the demand will grow over time as the Complete Street is installed and there is consistent infrastructure across Eglinton Avenue West.</p>

Questions & Comments	Project Team Answers
<p>Can cycling be removed from Eglinton Avenue West? Can future plans to install the remainder of the Complete Street be cancelled?</p> <p>Why would a major street with public transit be designated as a cyclist street? Eglinton Avenue West has never been a cyclist route and taking up streetscape for a cycle lane will further complicate any adjustment you will try to make.</p>	<p>Many of the streets identified in Toronto’s Cycling Network Plan are major streets, for the reason that these are the spine of the transportation network and are home to the destinations that people most want to visit (for example, transit stations, stores, restaurants, and community institutions). Locating bike infrastructure on major streets better enables cycling to serve as a convenient and safe alternative to driving, allowing residents to get around and conduct day to day tasks like going to work, shopping and eating, and visiting institutions like the library, gym, and places of worship. Bikeways can ultimately help reduce congestion if it means more trips, particularly short trips under 5km, are taken by bike instead of car. For this reason, the Study will consider the intersection design in the broader context of a Complete Street, but adjustments to how bicycles are managed around Allen Road will be considered as an integral consideration in the redesign.</p> <p>Council approved the installation of the eglintonTOday Complete Street project in 2024 to fill gaps in the 18km of Complete Street along Eglinton Avenue of which 11km have already been built by Metrolinx. The section between Allen Road and Bathurst Street will not be installed until after the study, as it may see some design changes to accommodate a new preferred intersection design.</p>
<p>The bike detector is not working at Eglinton Avenue West and Allen Road. I was there last week at 9:40 a.m. on Wednesday and watched the green bike light go on when there were none there, and all the cars were waiting.</p>	<p>Staff will investigate to ensure the bike detector is functioning as expected. Please note that the bike light will come on if the pedestrian button is also pushed.</p>

Total Participants: 308

Project Team and Attendees

Councillors Office:

- Councillor Josh Matlow
- Nika Lennox, Councillor Matlow's Office
- Andy Stein, Councillor Colle's Office

Project Team:

- Monika Nasterska, Major Projects, Transportation Services
- Jennifer Hyland, Major Projects, Transportation Services
- Kelsey Carriere, Cycling and Pedestrian Projects, Transportation Services
- Katelynn Northam, Public Consultation Unit
- Robyn Shyllit, Public Consultation Unit
- Daniela Castellanos Forero, Public Consultation Unit
- Jacquelyn Hayward, Director, Strategic Capital Coordination Office
- Andrew Posluns, Chief Congestion Officer, Strategic Capital Coordination Office

Toronto Police

- Sergeant Patrick Robitaille, Neighbourhood Community Officer, Toronto Police 13 Division
- Staff Sergeant Michael D'Cunha, Neighbourhood Community Officer, Toronto Police 13 Division