

Eglinton & Allen Intersection Study

Phase 1 Public Consultation Report

August 2026

Contents

Consultation Summary.....	3
Project Overview.....	4
Overview of Communications and Consultation Activities	4
Communication Activities.....	4
Consultation Activities	4
What We Heard	5
Survey.....	6
Public Drop-In Event.....	18
Interest Group Feedback.....	25
Email and Phone Feedback.....	26
Appendices	29
Appendix A: Survey Participant Profile	29
Appendix B: Local Traffic Issues Feedback	31

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Consultation Summary

Public and interest group consultation for Phase 1 of the Eglinton & Allen Intersection Study took place from May 19 to June 14, 2026.

Consultation activities included two public drop-in events, a pop-up at Cedarvale Station, an online survey, an interactive mapping activity, one interest group meeting, and comment tracking. In total, 157 people attended the drop-in events, seven people attended the interest group meeting, 2,538 survey responses were received, and 152 comments were submitted by mail, phone and email.

The public and interest groups were notified about opportunities to participate through a project web page, targeted emails to project interest groups, 28,596 postcards distributed by Canada Post throughout the project area, 29 signs posted throughout the project area, 200 postcards distributed at the pop-up event, and boosted posts on Facebook and Instagram. Consultation was also promoted through Ward 8 and 12 Councillor office mailers, social media and emails.

During consultation, participants had the opportunity to review and provide feedback about the proposed improvements for the intersection redesign. Improvements were presented at a high level, and it was explained they could be combined, sequenced for implementation at different times, or introduced as trials prior to full implementation. Participants were also invited to provide comments on neighbourhood traffic issues and opportunities for improvement throughout the study area.

Participants' top priorities for the intersection redesign study were reducing congestion on Eglinton Avenue West and other nearby major streets, providing ways to drive easily to and from Allen Road, reducing congestion on local streets, being able to drive easily to destinations along Eglinton Avenue West, and safe, convenient travel for pedestrians along Eglinton Avenue West.

Opinions were broadly mixed on many of the proposed improvements, and at times participants had contrasting views on priorities for the intersection. Some participants were supportive of options that prioritized traffic flow and increased capacity at the intersection to improve congestion throughout the wider area. These participants were more likely to support options like 1A (adding a pedestrian and cycling bridge) and Improvements 2 and 3 which would add ramp capacity and allow for simultaneous turning movements. Other participants were concerned about how some of the improvements appeared to reduce accessibility, comfort and safety for pedestrians, people cycling and transit riders. These participants were more likely to support Improvement 7A and 7B (a full or partial closure of Allen Road on- and off-ramps between Eglinton Avenue West and Lawrence Avenue West) as a demand management strategy. Most participants had concerns about Improvements 4A and 4B which would close access to the on-ramp coming from one direction or the other.

Participants also provided comments and suggestions on various measures to improve traffic volumes and safety throughout the neighbourhood. Top themes included signal timing adjustments, new or adjusted timing for turning restrictions, conversion of two-way to one-way streets or changing direction of one-ways, and measures to address speeding and aggressive driving.

A second phase of consultation is planned for early 2027 to receive feedback on the short list of proposed options and detailed evaluation. More information about the project can be found at toronto.ca/EglintonAllen.

Project Overview

The City of Toronto is examining options to redesign the intersection of Eglinton Avenue West and Allen Road. This study is exploring ways to improve traffic congestion and safety for all road users, both at the intersection and in surrounding neighbourhoods.

A pre-study consultation process was conducted in early 2026 to trial traffic pattern changes on local streets around the intersection to help address acute traffic congestion in the near-term while the study was getting underway. This consultation involved a survey in January 2026, and a virtual meeting with residents on March 23, 2026. To read the results of this consultation, visit the [project web page](#).

This report summarizes Phase 1 of consultation on the study, which took place in spring 2026 and sought feedback from the public on a long list of potential improvements to the intersection and the evaluation criteria. Residents could also share feedback on local traffic improvements needed in the study area.

A second phase of consultation will be conducted in the future to present a short list of options for the intersection redesign as well as ideas on proposed neighbourhood traffic management and safety improvements.

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 (8,430 unique visitors)
- Notice delivered via Canada Post (28,596 addresses in the project area)
- E-notification to project subscribers (1,174 contacts)
- Email to interest groups including residents' associations, community groups, organizations, institutions and elected officials (32 contacts)
- Social media posts and paid advertisements on Facebook and Instagram
- Posters and postcards at Toronto Public Library Forest Hill branch and Fairbank Community Centre
- Signage posted throughout the study area (29 signs)

Consultation Activities

Comments on the project were received through the following activities:

Activity	Date	Participation
Pop-Up at Cedarvale Station	May 25, 2026	200 contacts
Drop-In Public Event #1	May 30, 2026	38 attendees
Drop-In Public Event #2	June 2, 2026	119 attendees
Online Survey	May 19 – June 14, 2026	2,538 responses
Online interactive map (Social Point)	May 19 – June 14, 2026	303 submissions from 126 individuals
Interest Group Meeting	June 9, 2026	7 attendees
Email and Phone	May 18 – June 14, 2026	152 comments from 81 individuals

What We Heard

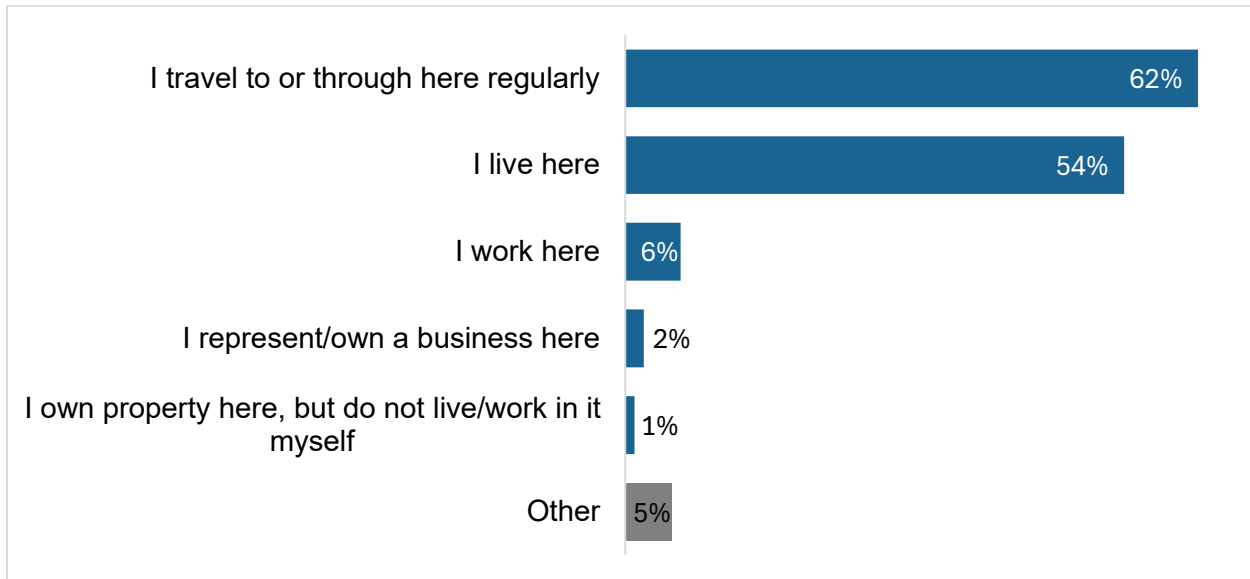
- Mixed and at times contrasting views on the improvements, reflecting a range of priorities for the study
 - Some participants prioritized improving vehicle congestion due to the impact on driving times, local neighbourhood quality of life and safety. These participants were more likely to have no concerns with **Improvements 1A: Pedestrian and Cycling Bridge, 2B & 2C: Three-lane On-ramp**, (moving or removing north-south pedestrian crossing) **and 3A-C: Four-lane On-Ramp**
 - Others felt that safe, direct access along Eglinton Avenue West, to Cedarvale Station and the Beltline Trail should not be sacrificed to improve congestion. These participants were more likely to have no concerns with **Improvement 7: Close Allen Road to Lawrence Avenue West** in one or both directions.
- The proposed improvement with the least concerns was **Improvement 3C: Four lane On-ramp, remove the north-south pedestrian crossing** with 42% of respondents expressing they had 'no concerns'
- Improvements with the most concerns were **4B: Eastbound-only Access** (73% had 'many concerns') and **4A: Westbound-only Access** (68% had 'many concerns')
- Prioritize moving vehicles as efficiently as possible to improve traffic and quality of life for drivers and residents of neighbourhoods around the intersection
- There will be no improvements to congestion unless the east-west pedestrian crossing of the on-ramp is closed
- Creating more capacity at the intersection may induce demand and eventually bring traffic volumes up, potentially reducing the effectiveness of any solutions. To address this, the study should also make demand management recommendations to reduce traffic volumes overall
- Increase emphasis on pedestrian and cycling infrastructure and safety. The preferred alternative should not reduce access to the transit station or Beltline Trail and should still encourage mode shift to reduce vehicle demand over time.
- Moving or closing pedestrian crossings poses safety concerns as it may result in unsafe illegal crossings. However, some participants felt that removing crossings and replacing with grade-separated crossings could be safer for pedestrians.
- Take a systemic approach to solving issues the Eglinton Avenue West and Allen Road intersection, looking at the broader context of the surrounding neighbourhood and incorporating data and modelling to understand how the current conditions in the area are adding to the problem, and how potential changes to the intersection might affect the neighbourhood.
- Explore what changes can be done in the near term such as signal timing changes and closure of crossings.
- Local traffic issues persist despite recent changes to traffic regulations. A full summary of comments about local traffic issues can be found in [Appendix B: Local Traffic Issues Feedback Summary](#).

Survey

A total of 2,538 survey responses were received. The survey was available online through Medallia. It included background information before asking questions which included multi-choice or multi-select responses, in addition to open ended comment boxes.

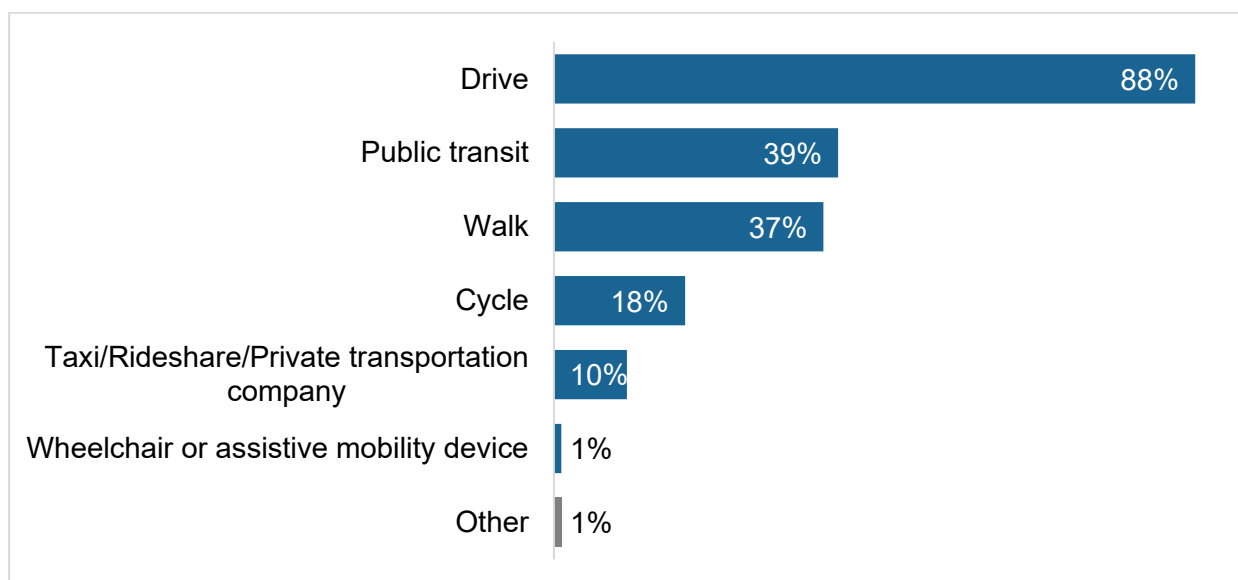
Participation in the survey was anonymous, and optional demographic questions were included (see [Appendix A](#) for survey participant profile). Responses received to each question are presented in this section.

Question: Please describe your relationship to the project area.



2,501 respondents answered this question. Respondents were a mix of local and non-local residents, with 54% indicating they live in the study area, and 43% indicating they regularly travel through the area but do not live there.

Question: How do you typically travel through the Eglinton & Allen intersection? Check all that apply.

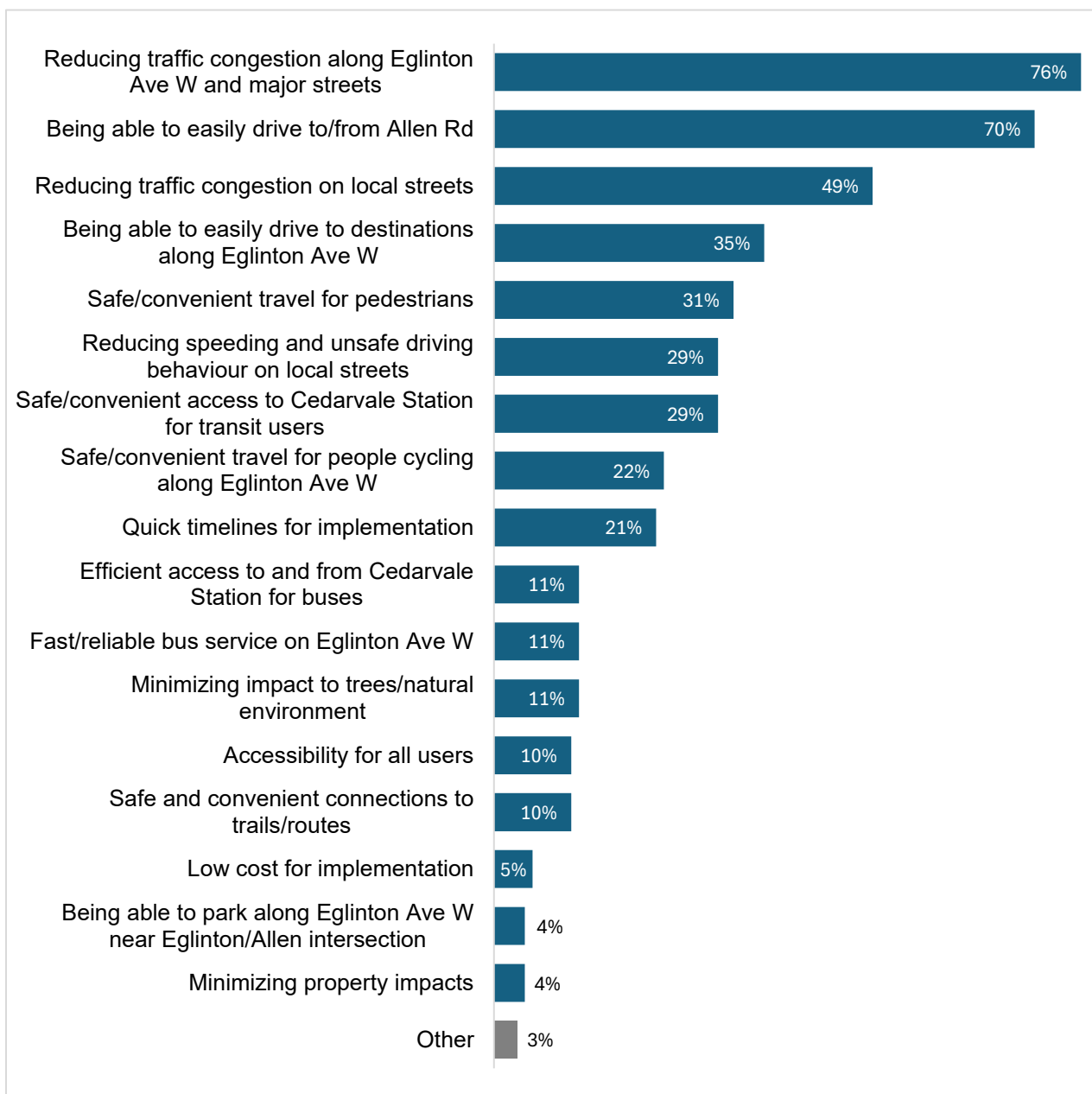


2,526 respondents answered this question. Respondents indicated a mix of travel methods through the area. 88% indicated they drive through the intersection, 39% take transit, 37% walk, and 18% cycle. Additionally:

- 47% of respondents only drive or take cabs through the area.
- 10% of respondents only walk, cycle, take transit or use a mobility device
- 19% of respondents walk, drive and take transit.

In a separate question, 5% of respondents indicated they use a mobility device, stroller, walker or scooter.

Question: What are your top priorities for the Eglinton & Allen Intersection Study? Select your top five.



2,530 respondents completed this question. Reducing congestion along Eglinton Avenue West and other major streets was a top priority for most respondents (76%), as well as being able to easily drive to and from Allen Road intersection (70%), reducing congestion on local streets

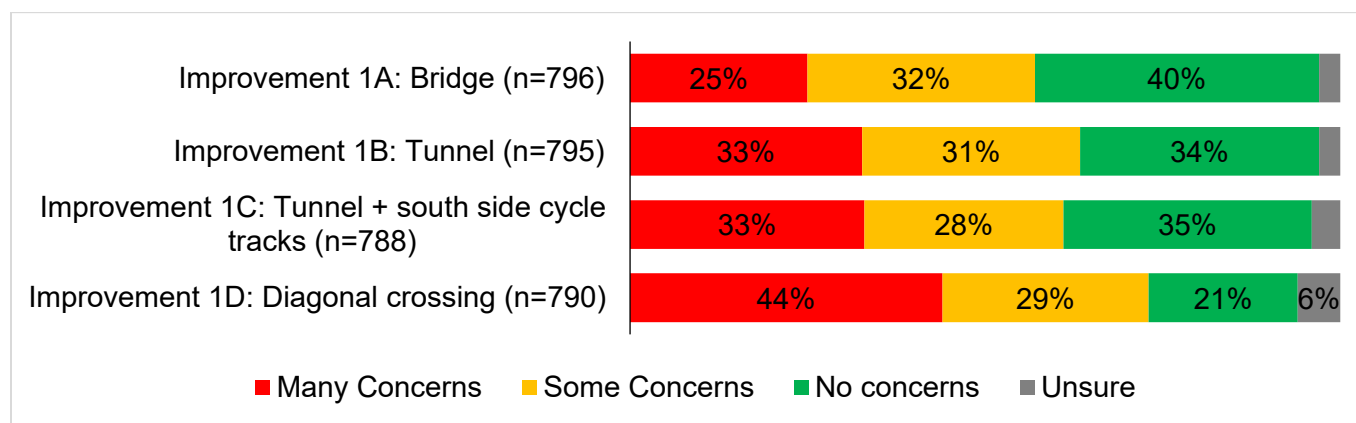
(49%) and being able to easily drive to destinations on either side of the intersection (35%). 31% of respondents also identified safe, convenient travel for pedestrians as a top priority, along with reducing speeding and unsafe behaviour on local streets (29%).

Feedback on Improvement 1: Adjust pedestrian and cycling crossings at ramps (maintain existing two-lane on-ramp)

Variations included:

- 1A. Pedestrian and Cycling Bridge
- 1B. Cedarvale Station Tunnel
- 1C. Cedarvale Station Tunnel with south-side cycle track
- 1D. Diagonal Crossing

Question: Do Improvements 1A – 1D raise any concerns for you at this time?



Respondents were broadly mixed on Improvement 1. Improvement 1D (diagonal crossing) was the least popular idea with 44% expressing many concerns and only 21% of respondents expressing no concerns.

Reasons for supporting Improvements 1A-1D:

- Removes conflicts between vehicles and pedestrians or people cycling crossing the on-ramp, potentially improving safety
- Potential to improve traffic flow by allowing more time for westbound right-turning vehicles

Reasons for concern with Improvements 1A-1D:

- Requires pedestrians and people cycling to take longer, less direct paths to cross the intersection and worsens connectivity to the Beltline Trail; overall disagreement with disadvantaging these road users to benefit drivers
- Indirect crossings may increase risk of illegal, unsafe crossings at street-level
- Accessibility and comfort of improvements for older adults, people using mobility devices, and people travelling with strollers
 - Requires elevators and escalators to always be reliably in service to access the tunnel
- Safety concerns, including:
 - Increased risk of pedestrians and people cycling making illegal unsafe crossings of the on-ramp at street-level

- Isolation of pedestrians from street-level activity and other passers-by, especially at night
- Ice and snow coverage during winter months
- Inadequate size of pedestrian refuge island for diagonal crossing
- Expense and disruption of constructing a bridge
- Skepticism about effectiveness of these options on improving traffic congestion

Suggestions:

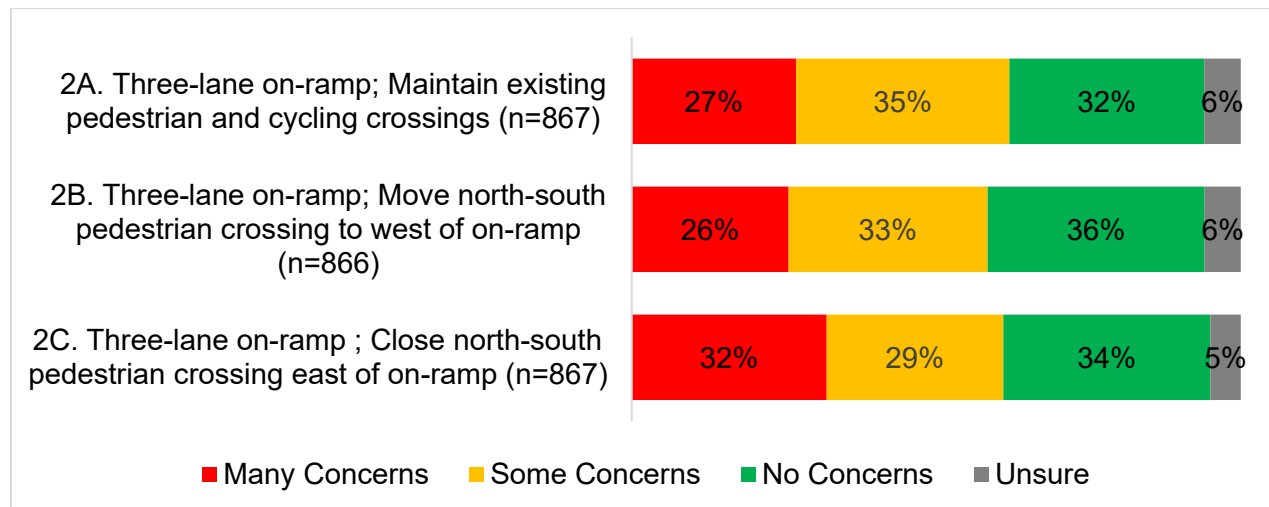
- Extend the pedestrian and cycling bridge across the entire intersection instead of only across the on-ramp

Feedback about Improvement 2: Three-lane On-ramp

Variations included:

- 2A. Maintain crossings
- 2B. Move north-south pedestrian crossing to west of on-ramp
- 2C. Close north-south pedestrian crossing east of the on-ramp

Question: Do Improvements 2A-2C raise any concerns for you at this time?



Respondents had mixed opinions about Improvement 2, with roughly balanced numbers of respondents having many, some, or no concerns.

Reasons for supporting Improvements 2A-2C:

- Assuming minimal construction is needed, these improvements are a simpler and more cost-effective solution with less potential for construction-related disruption
- Have potential to improve capacity of the intersection and traffic flow
- Improvement 2A would maintain north-south connectivity for pedestrians and people cycling to the station and Beltline Trail
- Improvement 2B (moving north-south crossing at on-ramp) would:
 - Reduce conflicts between pedestrians and westbound right-turning vehicles
 - Provide more time for westbound right- turning vehicles to turn
- Improvement 2C (remove north-south crossing at on-ramp) would:

- Eliminate delays that may be caused by people cycling or pedestrians crossing north-south, enabling more continuous vehicle movements from both directions
- Reduce potential conflicts between vehicles and pedestrians crossing north-south
- Have potential to be paired with bridges, tunnels or other grade-separated options to provide alternatives to pedestrians to cross north-south

Reasons for concerns with Improvements 2A-2C:

- Risk of collisions or congestion due to the simultaneous turning movements and the three-lane on-ramp having to merge into two lanes on Allen Road
- Adding on-ramp lanes may induce more traffic long-term, making congestion improvements short-lived
- Maintaining the east-west pedestrian and cyclist crossings may make congestion improvements less meaningful by taking away signal time
- Maintaining east-west crossings of the on-ramp increases potential safety concerns by maintaining conflicts between vehicles and pedestrians or people cycling
 - If ramp does need to be widened slightly, it increases crossing distance for pedestrians, which increases safety risks
- Reduces capacity for eastbound left turns, potentially worsening congestion in that direction
- Improvement 2A would maintain all existing crossings, possibly resulting in less improvements to congestion
- Improvement 2B (moving north-south crossing at on-ramp) would:
 - Reduce access to Beltline Trail and require crossing two large roadways
 - Increase risk of pedestrians making unsafe illegal crossings to take the most direct route
 - Require eastbound left turning vehicles to stop for pedestrian crossing west of on-ramp, further reducing capacity for those turns
- Improvement 2C (removing north-south crossing at on-ramp) would:
 - Reduce accessibility of Cedarvale Station and Beltline Trail for people on the south side of Eglinton Avenue West (also note south station entrance is not accessible)
 - Increase risk of pedestrians making unsafe illegal crossings to take the most direct route
 - Require older adults or people with limited mobility to walk farther to cross the road
 - General perception that design is not pedestrian friendly

Suggestions

- Design a three-lane alternating option by removing through-lanes or creating through/turn lane combos, and continuing to have alternating right and left turn signal phases
- Combine these options with active transportation changes like bridge, tunnel, diagonal crossing and south-side cycle tracks

Feedback on Improvement 3: Four-lane On-ramp

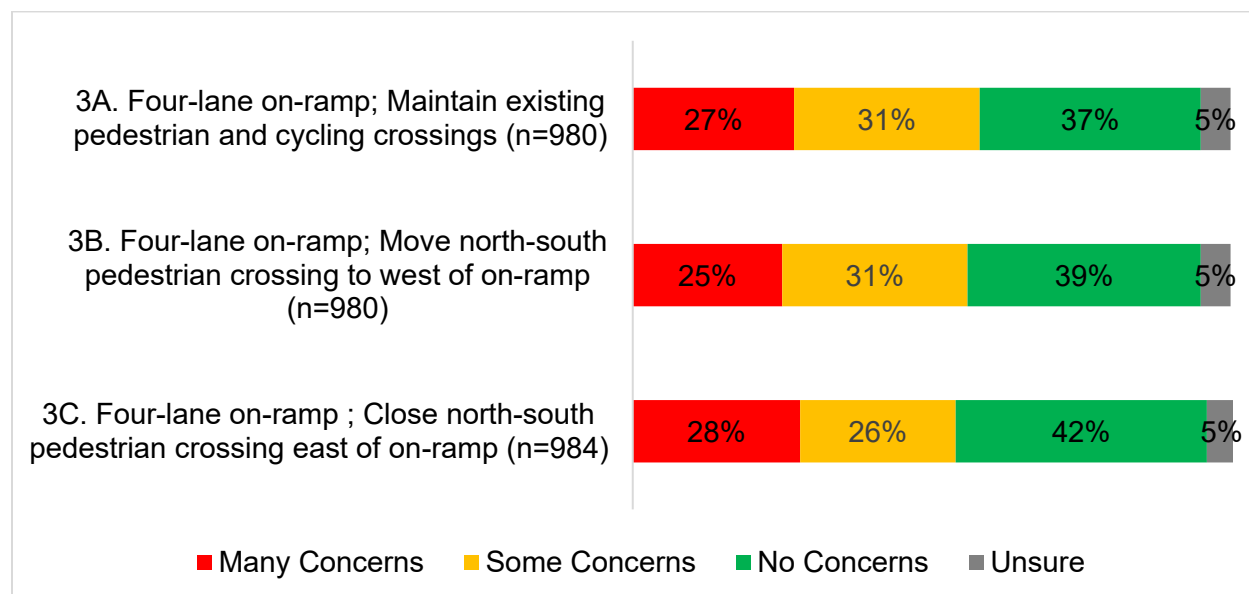
Variations included:

3A: Maintain crossings

3B: Move north-south pedestrian crossing to west of the on-ramp

3C: Remove north-south pedestrian crossing east of the on-ramp

Question: Do Improvements 3A-3C raise any concerns for you at this time?



Respondents had mixed reactions to Improvement 3 but a relatively high proportion had 'no concerns' about these improvements compared to other improvements. The most popular variation of the three was 3C, a four-lane on-ramp with no north-south pedestrian crossing east of the on-ramp, with 42% expressing no concerns.

Reasons for supporting Improvements 3A-3C:

- Perceived to have the best likelihood of improving congestion because of additional on-ramp capacity
- Allows for more efficient vehicle movements through simultaneous turns
- Addressing congestion will help address neighbourhood infiltration
- Maintains double lane capacity for eastbound left turns
- Improvement 3A would maintain north-south access for pedestrians and people cycling at the on-ramp, providing balance of access for pedestrians and drivers
- Improvement 3B (moving north-south crossing at on-ramp) would:
 - Provide more time for westbound right-turning movements
 - Reduce potential conflicts between vehicles and pedestrians
 - Maintain some connectivity to north side, although less direct
- Improvement 3C (removing north-south crossing at on-ramp) would:
 - Eliminate delays that may be caused by people cycling or pedestrians crossing north-south, enabling more continuous vehicle movements from both directions

- Reduce potential conflicts between vehicles and pedestrians crossing north-south
- Have potential to be paired with bridges, tunnels or other grade-separated options to provide alternatives to pedestrians to cross north-south

Reasons for concerns with Improvement 3A-3C:

- May relocate the bottleneck to Allen Road where four lanes must eventually merge into two lanes, and concerns about potential for collisions during these merges
- Safety concerns for pedestrians crossing a wider on-ramp
- Maintaining the east-west pedestrian and cyclist crossings may make congestion improvements more incremental by taking away signal time from turning vehicles
- Adding on-ramp lanes may induce more traffic long-term, making congestion improvements short-lived
- Design is overbuilt, too highway-like and not appropriate for transit hub context with high pedestrian numbers
- Potential for significant time, cost and property impacts
- Improvement 3A would reduce time for westbound right-turning vehicles to turn by maintaining the north-south pedestrian crossing
- Improvement 3B (moving north-south crossing at on-ramp) would:
 - Reduce access to Beltline Trail and require crossing two large roadways
 - Increase risk of pedestrians making unsafe illegal crossings to take the most direct route
 - Require eastbound left turning vehicles to stop for pedestrian crossing west of on-ramp, further reducing capacity for those turns
- Improvement 3C (removing north-south crossing at on-ramp) would:
 - Significantly reduce accessibility of Cedarvale Station and Beltline Trail for people on the south side of Eglinton Avenue West (also note south station entrance is not accessible)
 - Increase risk of pedestrians making unsafe illegal crossings to take the most direct route
 - Negatively impact older adults or people with limited mobility who will have to walk farther to cross

Suggestions:

- Add a barrier between left and right-turning cars to prevent cars from drifting into other lanes
- Remove the eastbound bus turn lane in the intersection to prevent confusion with the on-ramp eastbound left turn lanes

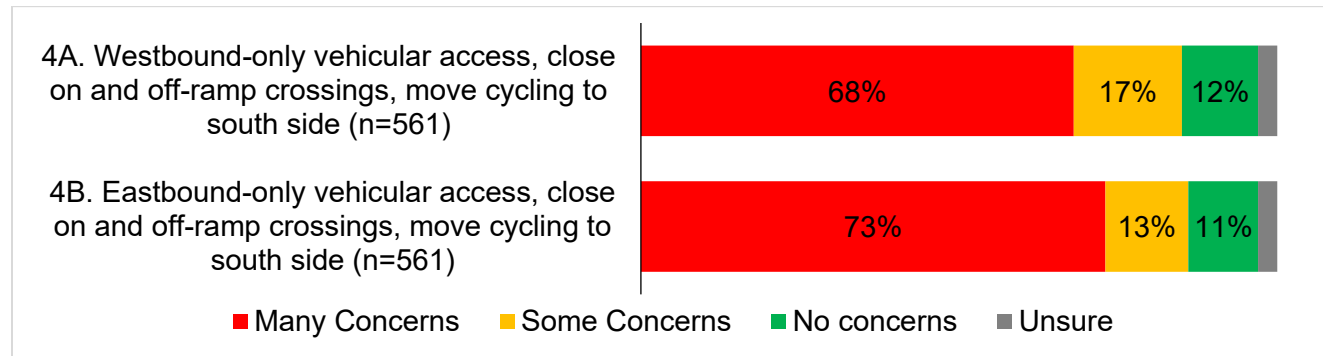
Feedback on Improvement 4: Westbound or Eastbound only

Variations included:

4A: Westbound-only vehicular access to the on-ramp; close the on and off-ramp pedestrian crossings and relocate cycling to south side

4B: Eastbound-only vehicular access to the on-ramp; close the on and off-ramp pedestrian crossings and relocate cycling to south side

Question: Do Improvements 4A and 4B raise any concerns for you at this time?



Respondents had many concerns about both improvements, with 68% expressing many concerns about 4A and 73% expressing many concerns about 4B. However, respondents felt that the eastbound closure was slightly more acceptable than the westbound closure due to perceptions of slightly less congestion in that direction.

Reasons for supporting Improvements 4A & 4B:

- Reduces the complexity of the intersection by limiting the number of movements permitted
- Allows more time for either eastbound or westbound traffic to turn
- Demand-manages the intersection by making it less appealing to drivers to use this area, potentially distributing traffic to other routes

Reasons for concerns with Improvements 4A & 4B:

- Potential to increase neighbourhood infiltration if drivers use local streets to loop around
- May have low compliance and increase risky driving and pedestrian behaviour (dependent on design)
- Risk of traffic displacement to other nearby neighbourhoods and alternate Allen Road exits and entrances, potentially increasing congestion in those areas
- Equity and fairness concerns for people travelling from the direction that is closed
- Reduced access for pedestrians and people cycling
- Two-way cycling format may be confusing and encourage non-compliance
- Changes could be unenforceable

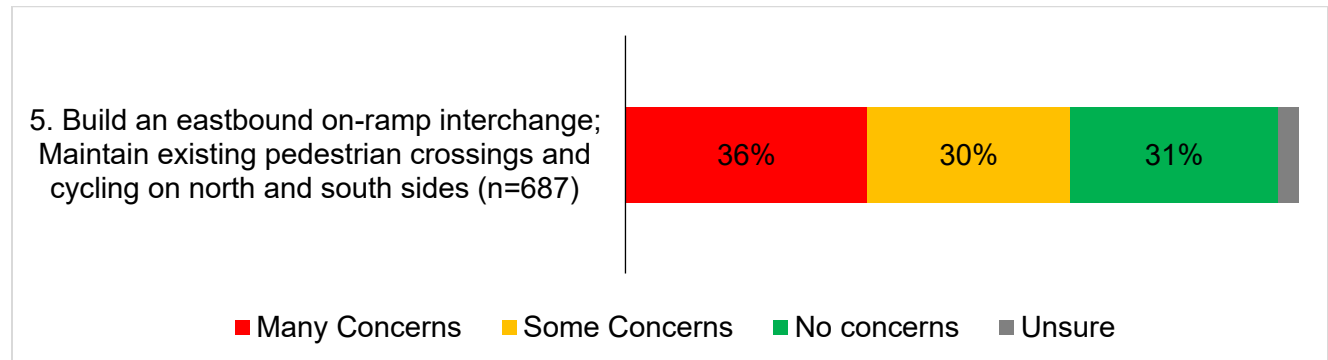
Suggestions

- Implement time-based directional restrictions (e.g. eastbound-only access in the afternoon, westbound-only access in the morning)
- Implement a directional split between the off and on-ramp (e.g. the on-ramp only allows westbound rights, the off-ramp only handles eastbound rights)

- Test with quick build materials prior to implementation

Feedback on Improvement 5: Eastbound Interchange

Question: Does Improvement 5 raise any concerns for you at this time?



Reactions to Improvement 5 were mixed, with a roughly equivalent number of respondents expressing many, some or no concerns.

Reasons for supporting Improvement 5:

- Eliminates the need for westbound and eastbound traffic to alternate turns, allowing traffic to free-flow from the east and have more time for westbound right-turning traffic
- High potential to reduce congestion in the eastbound direction, providing benefits to neighbourhood traffic
- Reduces conflicts between turning movements reducing risk of collisions, and reduces conflicts between vehicles and pedestrians
- Adds capacity to the intersection to manage future growth
- Maintains pedestrian and cycling infrastructure

Reasons for concerns with Improvement 5:

- Requires significant impacts to Ben Nobleman Park, with impacts on tree cover, recreation and community space
- High cost and long timelines to implement, presents significant construction impacts on area which just underwent many years of construction
- May be infeasible to build in the constrained space available
- Design would be out of context with the local area
- Increased noise and pollution
- No added capacity for westbound right-turning traffic
- May be unsafe if drivers speed on the ramp
- Point of conflict where drivers must cross the cycle tracks to enter the ramp, posing potential safety risks to people cycling
- Adding on-ramp lanes may induce more traffic long-term, making congestion improvements short-lived

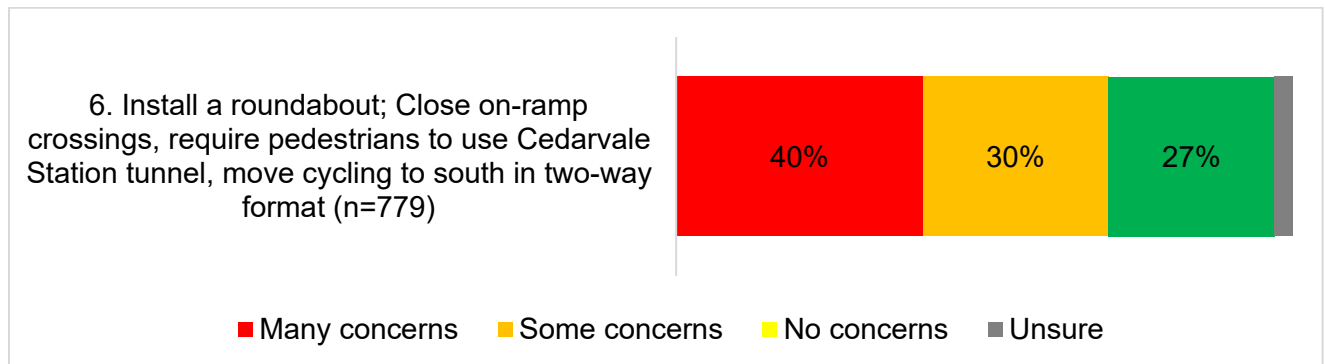
Suggestions

- Mitigate property impacts through acquisition of other nearby land for green space

- Integrate public space and park land underneath the interchange
- Investigate viability of an underground ramp rather than above ground
- Investigate alternate locations for the ramp, such as the Toronto Police Service 13 Division headquarters
- Investigate feasibility of simpler 'flyover' or other ramp designs to reduce scale and complexity

Feedback on Improvement 6: Roundabout

Question: Does Improvement 6 raise any concerns for you at this time?



Reactions to Improvement 6 were broadly mixed, with the majority having many concerns.

Reasons for supporting Improvement 6:

- Eliminates traffic lights and conflicts between turning movements and enables smoother flow of traffic
- Proven approach with precedents of being effectively used in other cities and countries

Reasons for concerns with Improvement 6:

- Safety issues due to driver unfamiliarity (Toronto has few roundabouts)
- Removes above-ground pedestrian crossings and requires use of tunnel, which poses safety and accessibility concerns; challenging to provide safe pedestrian crossings at street level in roundabouts
- Reduces bus access to Cedarvale Station
- May be limited in ability to safely handle the high volumes of traffic seeking access to this area
- Complex, costly and time consuming to construct
- Property impacts to Ben Nobleman Park
- Nearby traffic signals may back up and impact the roundabout's effectiveness
- Two-way cycling format may be confusing and lead to non-compliance

Suggestions

- Investigate different designs such as double or peanut roundabout
- Explore a hybrid format with traffic lights in the roundabout to manage heavy traffic flow and provide a way for pedestrians to cross

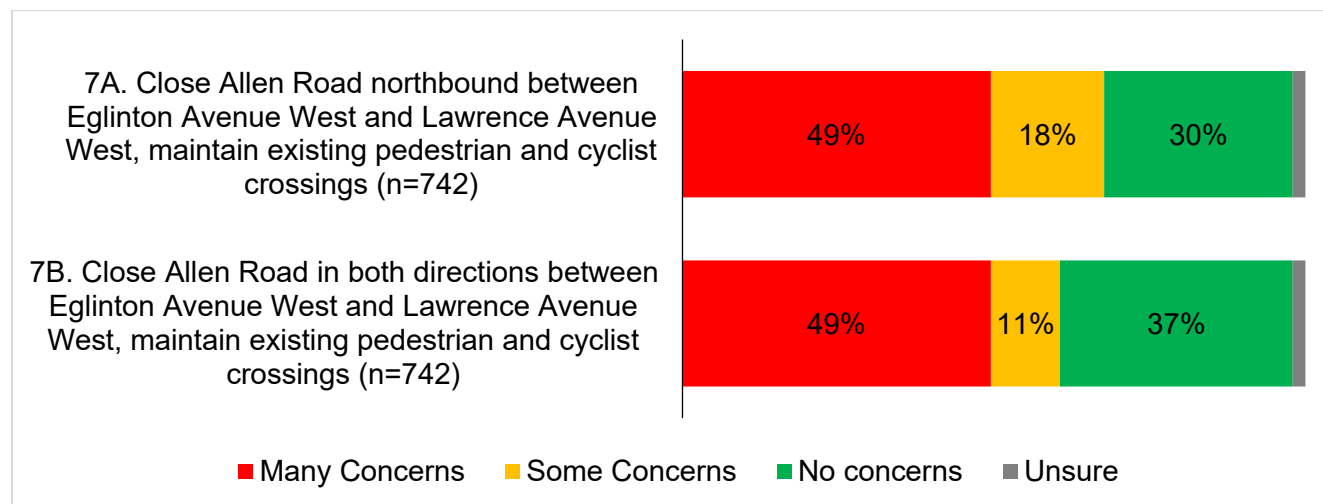
Feedback on Improvement 7: Close Allen Road

Variations included:

7A: Close Allen Road between Eglinton Avenue West and Lawrence Avenue West northbound only

7B: Close Allen Road between Eglinton Avenue West and Lawrence Avenue West in both directions

Question: Do Improvements 7A and 7B raise any concerns for you at this time?



Respondents generally had opposing views on Improvement 7. Compared to other improvements, a similar number of participants had no concerns, but a much higher number (49%) had 'many concerns'.

Reasons for supporting Improvements 7A and 7B:

- Removes vehicle and pedestrian/cyclist conflict at the intersection and improves safety conditions for pedestrians and people cycling
- Reduces demand to access this intersection, therefore improving congestion in the area
- Potential for land to be repurposed for parkland, housing or other transportation infrastructure
- Northbound-only closure is an incremental step that could open the door to more transformative transportation network changes in the future
- Can be tested or trialled without major investment

Reasons for concerns with Improvements 7A and 7B:

- Closure of Allen Road only as far as Lawrence Avenue is likely to shift traffic demand to Lawrence Avenue, and increase demand on north-south streets like Dufferin Street, Marlee Avenue and Bathurst Street
 - Could worsen congestion and cut-through traffic on streets north of Eglinton Avenue West
 - Equity concerns about displacement of impacts to other neighbourhoods
- Loss of convenient access to north end Toronto and Highway 401
- Allen Road seen as a critical artery to connect downtown and north end of GTA
- Northbound-only closure would only partially fix the issue as demand would continue southbound and issues would remain at the off-ramp

- Perceived as infeasible and unlikely to receive broad support

Suggestions

- Incrementally close access ramps to Allen Road over time to reduce its functionality and ease transition to a full closure
- Restrict access at certain times of day only
- Charge a congestion price or toll to access Allen Road
- Add more ramps between Eglinton Avenue West and Lawrence Avenue West to reduce capacity issues at Eglinton Avenue West and Allen Road
- Ensure analysis is done of full impacts of a potential closure on broader network around intersection
- Replace Allen Road with an arterial road

Additional Suggestions

Respondents provided many additional suggestions to improve the intersection of Eglinton Avenue West and Allen Road. Ideas to improve neighbourhood traffic conditions outside the intersection are summarized in [Appendix B](#).

- Improve signage and line painting at the intersection to better direct drivers to the correct lanes
- Make design improvements to ease congestion at the off-ramp as well as the on-ramp
- Examine different combinations of improvements, particularly combining the three or four-lane options with bridge, tunnel, diagonal crossing and/or south side two-way cycle tracks
- Improve coordination of signal timing in the broader area to optimize traffic flow
- Consolidate north-south pedestrian crossings into fewer locations, such as at Flanders Road, or via a north-south bridge or tunnel (in addition to or instead of east-west bridge)
- Investigate feasibility of a 'diverging diamond' style interchange
- Introduce a right-turn-on-red permission at the on-ramp
- Provide more lane storage for westbound right turns
- Improve accessibility of the south Cedarvale Station entrance through addition of elevator
- Remove cycle tracks from intersection entirely
- Add measures to prevent cars in the through-lanes from cutting into turning lanes causing congestion
- Remove on-street parking from area around the intersection
- Run models/simulations, trials, or make incremental steps before eliminating or carrying forward ideas that require extensive reconstruction

Public Drop-In Event

Two public consultation events were held on May 30 and June 2, 2026 at schools in the project area. Attendees were able to view information panels about the project and speak with members of the project team. Participant comments are summarized below:

Topic	Comment Summary
Improvements 1A-1D	1A (Bridge) - Improves traffic flow by separating pedestrians and cars; could be an acceptable trade-off between improving traffic and protecting safety - Less direct and more inconvenient for pedestrians and transit riders than current state - Perceived by many participants to be better than other active transportation options, but still has downsides - May be less accessible depending on design - Concern about winter maintenance of bridge for cycling and pedestrians; need to install a heated ramp to prevent ice build up - May not be effective or address demand to access Allen Road - Concern about impact on property and cost to construct - Consider north-south bridge option and off-ramp bridge as well 1B (Tunnel) - Unsafe, particularly for women and children at night; requires security and better lighting - Inconvenient and requires longer crossing time - Will be inaccessible if elevators are out of service (northeast entrance has no escalator) particularly for older adults, people with disabilities, and people travelling with strollers - South side tunnel entrance is not accessible; should be made accessible - Tunnel may encourage encampments if open overnight, or could have maintenance challenges - If bikes are permitted to cross, pedestrians should also be permitted as traffic will need to stop for bikes anyway 1C (Tunnel and south side cycle tracks) - Negatively impacts Ben Nobleman Park - Remove cycle tracks from intersection altogether 1D (Diagonal Crossing) - Unsafe design for pedestrians due to lack of space - Complex and confusing to navigate - Assess whether refuge island could be enlarged

Topic	Comment Summary
Improvements 2A-2C	General (Three-lane on-ramp) • Three-lane design could potentially be constructed in current right of way, reducing construction impacts • Simultaneous turns may be unsafe; questions about whether median would be added • Added capacity may induce demand, and benefits to capacity may be short-lived • Allen Road may not have capacity to absorb increased ramp capacity; explore whether Allen Road also needs extra lanes to prevent bottlenecks where Allen Road meets the ramp • Design for two eastbound left and one westbound right lane instead of opposite • Question about whether removing one eastbound left turn lane will mean adding a through lane eastbound; if so, add a second southbound left turn lane at the off-ramp • Combine with a south-side cycle track • Remove cycle tracks 2A (Three lanes, maintain all crossings) • Relatively simple change, allows good balance for pedestrians and vehicles 2B (Three lanes, move north-south crossing at on-ramp west) • Pedestrians may make unsafe illegal north-south crossings • Could have negative impact on eastbound left turns from moving north-south pedestrian crossing to the west • Pedestrian crossings around on-ramp are generally dangerous and should be removed altogether to reduce conflict points with vehicles 2C (Three lanes, remove north-south crossing at on-ramp) • Reduces accessibility and requires older adults, people with disabilities and strollers to walk farther to cross ○ Southwest entrance has no elevator or escalator and is fare restricted.

Topic	Comment Summary
Improvements 3A-3C	General (Four-lane on-ramp) • Simultaneous turns could be unsafe and requires four lanes to merge into two lanes on Allen Road, with potential for additional bottlenecks to be created • Consider whether Allen Road needs lane additions to handle increased on-ramp capacity • Increasing capacity may induce demand and increase volumes over time • Approach does not provide traffic management strategies to reduce demand over time • Widens crossing distance for pedestrians, making it less safe • Potential impacts to bus entrance and exit points • Increase number of lanes at off-ramp as well • Build median on on-ramp to separate simultaneously turning vehicles turning from opposite sides to improve safety • Combine this improvement with a south-side cycle track • Remove cycle tracks 3A (Four lanes, maintain all crossings) • East-west crossing should be closed in addition to north-south • North-south crossing should be maintained for station access 3C (Four lanes, remove north-south crossing) • Forces pedestrians to take long detours to cross • Longer crossing distances are manageable • Add a north-south bridge to provide Beltline Trail access

Topic	Comment Summary
Improvements 4A & 4B (Westbound or eastbound-only access, south side cycle tracks)	• Removal of east-west ramp crossings would be unsafe and encourage unsafe illegal crossings • Approach does not prioritize pedestrians, transit riders or people cycling and City should work to reduce cars instead • May encourage more traffic in Lawrence Avenue West and Allen Road area and along Bathurst Street, Dufferin Street and Marlee Avenue as drivers seek alternate routes to Allen Road • Moving the north-south crossing at the on-ramp to the west will impede eastbound left turns • May encourage U-turns or cut-through traffic on local streets as cars will try to loop around • Not fair to drivers coming from the other direction • Cuts off north-south pedestrian and cycling access to parks and trail • Add bike box at Glen Cedar Road and Marlee Avenue lights to facilitate safe crossing to two-way cycle tracks • Add an east-west pedestrian and cycling bridge • Requires improvements to accessibility of entrances - escalator on east side and elevator on southwest side • Implement two-way cycle track to remove cycling conflicts
Improvement 5 (Interchange)	• Impractical, costly and time-intensive to build • Not a good long-term solution, may encourage greater traffic volumes through the area • Inappropriate for context of Eglinton Avenue West • Will require park to be removed or severely impacted • Park appears to be underutilized and traffic mitigation is a better use of land • Investigate feasibility of an underground ramp rather than an elevated ramp
Improvement 6 (Roundabout)	• Potential to improve traffic if executed well; works well in other jurisdictions • Design is unfamiliar to local drivers, increasing risk of collisions • Significant construction impacts, area residents and businesses have been badly impacted already • Roadway is too constrained for this design • Will negatively impact the park • Volumes may be too high at this area to be effective • Lack of pedestrian crossings poses safety and accessibility concerns • Expensive • Car-centric

Topic	Comment Summary
Improvement 7A & 7B (Closing Allen Road access northbound only or both directions)	• Partial closure (only between Eglinton Avenue West and Lawrence Avenue West) would not be effective and would shift traffic north and increase congestion at other on-ramps, and in neighbourhoods north of Eglinton Avenue West (concern that Lawrence Avenue West already has capacity challenges) • Concern that congestion will worsen as a result of removing capacity • Removes access for drivers in the area who depend on Allen Road and a 'vital corridor' for residents across Toronto to access Highway 401 • Unrealistic without greater transit investment to provide realistic transportation alternatives • May shift traffic to other arterial roads and reduce overall volumes ("traffic evaporation") • May encourage mode shift to transit, walking and cycling; is more pedestrian-friendly • Avoids induced demand issue from adding capacity • Removes impetus for cut-through traffic in neighbourhoods and could lower volumes on Eglinton Avenue West • Investigate closure of ramps beyond Eglinton Avenue West • Repurpose Allen Road land for housing, park land, smaller arterial roadway, etc. • Investigate a full closure up to Highway 401 • Test as a pilot prior to implementing, as it can be done cheaply
General comments: Pedestrian crossings and infrastructure	• Desire for pedestrians to stay at surface level to reach destinations • Improvements are overall too car-oriented and provide little benefit to pedestrians • Changes that move or remove pedestrian crossings will disincentivize transit use by making the station harder to access • Relocate north-south pedestrian crossing at off-ramp to east side to avoid conflicts with southbound right turns. • East-west crossing at on-ramp causes more issues for traffic congestion than north-south crossing • Quantify/model impact of removing or relocating crossings on traffic flow to determine if benefit is significant to warrant it • Require pedestrians to cross to south sidewalk to continue along Eglinton Avenue West • Add amenities for pedestrians like benches, trees and art • Cedarvale Station needs clearer communication of the closure hours of the tunnel

Topic	Comment Summary
General comments: Cycling crossings and infrastructure	• Maintain existing cycling infrastructure • Switch to two-way south-side cycle track may be a compromise solution ◦ Concern that people cycling will just continue along most direct path, creating safety concerns • Add cycling connections for people cycling south on Marlee Avenue • Some improvements make cycling less safe and convenient • Remove existing cycling infrastructure at the intersection, do not install more to address congestion and underutilization of existing infrastructure ◦ Encourage people cycling to use alternative routes besides Eglinton Avenue West • Measure latent cycling demand to capture people who would cycle to this area but currently avoid it to understand future potential demand
General comments: Transit	• Improvements are not aligned with the future growth of transit in this area, cars should not be prioritized at a transit hub • Reconfigure bus access to the station to improve eastbound traffic flow • Build a transit access tunnel for buses to easily access Cedarvale station • Swap the entrance and exit points for the buses at the station • Explore more transit-oriented solutions to this issue
General comments: Congestion and traffic flow	• Provide two eastbound through traffic lanes, to help reduce off-ramp congestion • Eastbound left turning traffic backs up and impedes through-movements • Cars often merge into the turn lanes at the last minute causing congestion and near-accidents • Cars illegally park and block eastbound traffic east of intersection • Limit with physical barriers which lanes can be entered on Eglinton Avenue West when exiting the off-ramp • Remove traffic island just east of off-ramp as it impedes flow • Remove more on-street parking to add storage for vehicles leading up to Allen Road intersection • Improve signal coordination around intersection, particularly for mid-block crossings such as at Old Park Road, so that when westbound right turn light is green, the lights further east are also green • Adjust the signal phasing to allow right turns first, then pedestrian crossings, then left turns • Improve signage and road markings to improve driver awareness of which lane to be in • Stagger signal timing • Remove some traffic signals (e.g. at Flanders Road) • Remove all traffic signals

Topic	Comment Summary
General comments: Data	• Provide more data and analysis of options in next phase including analysis of how free flow capacity of the ramps will be analyzed • Provide emergency response time data along Eglinton Avenue West to confirm whether design changes will impact emergency vehicle access • Confirm evaluation methodology • Models cannot capture all user behaviour • Quantify impacts of Allen Road southbound congestion on carbon emissions
General comments: Miscellaneous	• All ideas provided by the City are problematic for various reasons • No proposed improvements will accommodate anticipated growth • Take a community-centric approach to evaluation of improvements, not only a traffic operations lens • Ensure there's a 'Do Nothing' option in the evaluation • Consider equity between drivers and non-drivers, east and west residents and demographic diversity • Investigate safety of the curb radii at intersection as large trucks often mount the curb making right turns • Implement smaller incremental changes first prior to investing in reconstruction • Introduce measures to reduce number of large vehicles on local and arterial roads • Add a pick-up/drop-off area at Cedarvale Station to improve safety • Add new access points to Allen Road to take pressure off Eglinton Avenue West (e.g. Marlee Avenue or Aldburn Road bridge) • Separate eastbound and westbound off-ramp flows • Add one more eastbound through lane at Eglinton Avenue West and Allen Road intersection • Use AI to help manage traffic • Assess potential of a 'Diverging Diamond' design

Interest Group Feedback

A virtual meeting was held on June 9, 2026, with representatives from local groups and organizations to present the study and collect input. Invitations were extended to 31 organizations and Business Improvement Areas. Organizations in attendance included:

- Cedarvale Upper Village Community Group
- Cycle Toronto
- Cedarvale Public School (parent representative)
- Oakwood Village Business Improvement Area
- Upper Village Business Improvement Area
- Walk Toronto

A full detailed summary of all questions, comments and project team responses from this meeting can be viewed on the [project web page](#).

Summary of Discussion:

- Clarify how evaluation criteria will be weighted and how community priorities will influence decision-making
 - Concerns that traffic flow and level of service may not be sufficiently prioritized in current evaluation approach
- Provide clearer objectives, performance targets, and evaluation metrics to the public
- Provide clearer project milestones, greater clarity on the rationale for the 2027+ timeline, and an expedited implementation process
- Present the short list, evaluation results, and a visual summary of community feedback at future consultations
- Maintain pedestrian access to transit; consider the safety risks of relocated or lengthy crossings
- Balance traffic improvements with broader objectives including safety, transit access, cycling, pedestrian access, and constructability
- The three- and four-lane options seem to be the most logical designs for further evaluation
- Pilot right turns on red as a low-cost capacity improvement; provide more information on feasibility and safety concerns
- Design options should address both on-ramp and off-ramp operations
- Clarify how modelling will account for variables such as changes to signal timing, parking regulations, bike lanes, and potential future cycling infrastructure
- Provide residents with opportunities to provide input on potential changes to neighbourhood traffic regulations

Email and Phone Feedback

The comments received through phone and email regarding the study are summarized by theme below:

Topic	Comment
General reactions	• Relief that progress on the study is underway • Disagreement on role that pedestrian and cycling traffic plays in traffic congestion at intersection, and on how the study should prioritize vehicles vs active transportation and transit • Intersection issues are historical and structural with an expressway emptying into an arterial road that doesn't have capacity • Impacts of congestion are felt across entire neighbourhood and queues go far down Eglinton Avenue West • Neighbourhood issues are strongly linked to the intersection operations. Additional restrictions and changes to local traffic rules will not be meaningful until intersection is improved • City should look to best practices in other countries
Alternative solutions (ideas not presented in improvements)	• Increase lanes of traffic, such as through removals of parking • Remove or reduce number of traffic signals • Optimize signal timing at key intersections like Bathurst Street and Eglinton Avenue West, and along Eglinton Avenue West leading up to the intersection. Coordinate lights before intersection to sync with turn light to allow greatest volume possible through the light • Allow right-turn-on-red at Allen Road on-ramp • Require grade-separated crossings for pedestrians and people cycling at intersection (potentially also along Eglinton Avenue West coupled with signal removals) ○ Grade-separate the on- and off-ramps to go under Eglinton Avenue West to eliminate the signal conflicts, enabling a complete street design for pedestrians and people cycling along Eglinton Avenue West ○ Alternatively, build a 'flyover' ramp for the on-ramp to further reduce conflicts • Remove the left turn lane for buses between Marlee Avenue to Cedarvale Station (buses should not be prioritized now that LRT is open); reallocate this space to eastbound left turns onto on-ramp • Consider how to use AI to model solutions more effectively • Add traffic circles at on- and off-ramps • Widen Allen Road from Eglinton Avenue West to Lawrence Avenue West to improve capacity • Implement improved line painting at off-ramp to guide vehicles into correct lanes (note: implemented in June 2026) • Extend Allen Road to Lakeshore Boulevard West

Topic	Comment
Reactions to improvements and study	• Grade-separated crossings for pedestrians and people cycling seem safest and most likely to help traffic at a reasonable cost • Some improvements mean undesirable impacts to property and park • Park seems underutilized, therefore could be better used for interchange and other solutions • Active transportation bridge is inconvenient, adds time to trips, incentivizes illegal crossings, is inconsistent with a complete street design • Cedarvale Station tunnel idea is unsafe for women and children, especially at night due to lack of security and foot traffic. Will require additional security costs and installation of barriers to prevent unsafe illegal crossings • Options that remove or relocate crossings are bad for pedestrians • Provide north-south fare free access through Cedarvale Station tunnel • Pedestrians and people cycling should be routed to south side of Eglinton Avenue West at Glenarden Road to avoid crossing the on-ramp • Three-lane on-ramp may be good option if it can be done at minimal cost • New design should enable simultaneous left and right turns to on-ramp. • Widen the on-ramp immediately using previous designs done by Metrolinx • Roundabout is a good solution • Roundabout would not work in Toronto context and doesn't suit the high volumes and pedestrian activity of this area • Allen Road closure is unrealistic, could just shift congestion and eliminate a key regional connection • Closing Allen Road could be a long-term fix by reducing volumes in the area and opening opportunities to use the land differently • Improvements will become ineffective over time due to induced demand and inherent structural challenge of an expressway emptying into an arterial road
Cycling	• Disappointment with cancellation of eglintonTOday installation • Remove existing cycle track infrastructure along Eglinton Avenue West • Move cycling paths to other parallel streets to provide more capacity for Eglinton Avenue West traffic

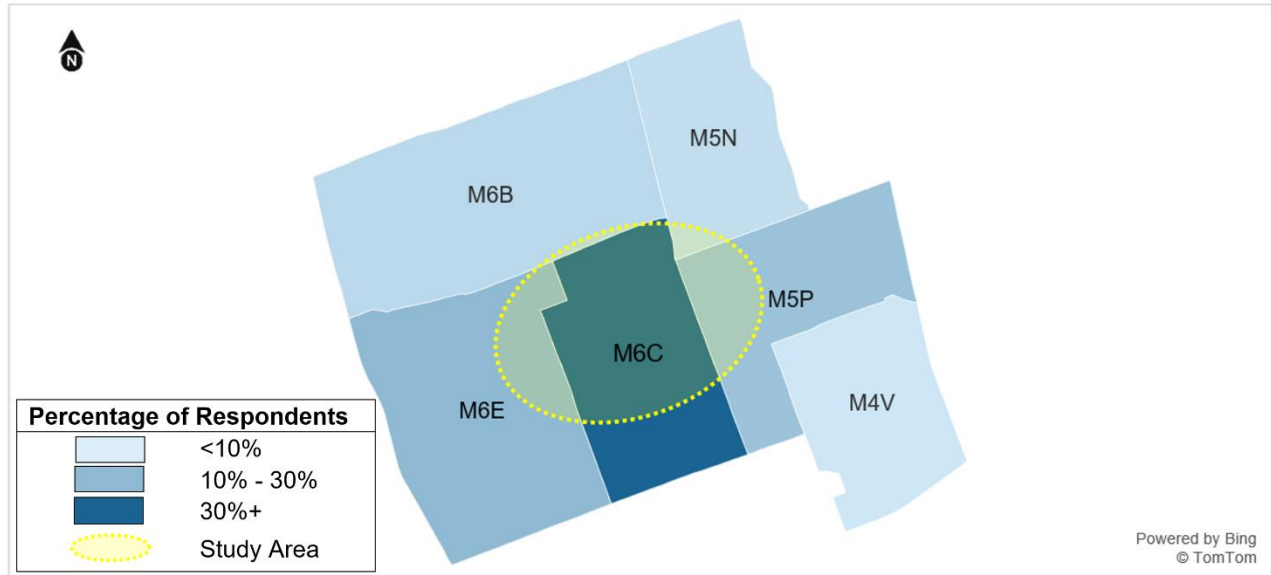
Topic	Comment
Process	• Request for Councillor to move motion to close intersection to pedestrians prior to study completion • Timelines are too long and will take longer to implement due to requirements to go to Council for additional detailed design and construction funds • Provide 'weighting' for evaluation criteria to ensure most effective solution for congestion is selected • Provide more specific and measurable targets around improvements to congestion • Provide more specific milestones for the project • Make use of advanced data collection methods to analyze origin of trips and travel patterns among all modes.
Issues and Enforcement	• Issue with drivers 'cutting the line' and getting into turn lane from through-lane, blocking traffic behind • Increase enforcement of traffic regulations at intersection

Appendices

Appendix A: Survey Participant Profile

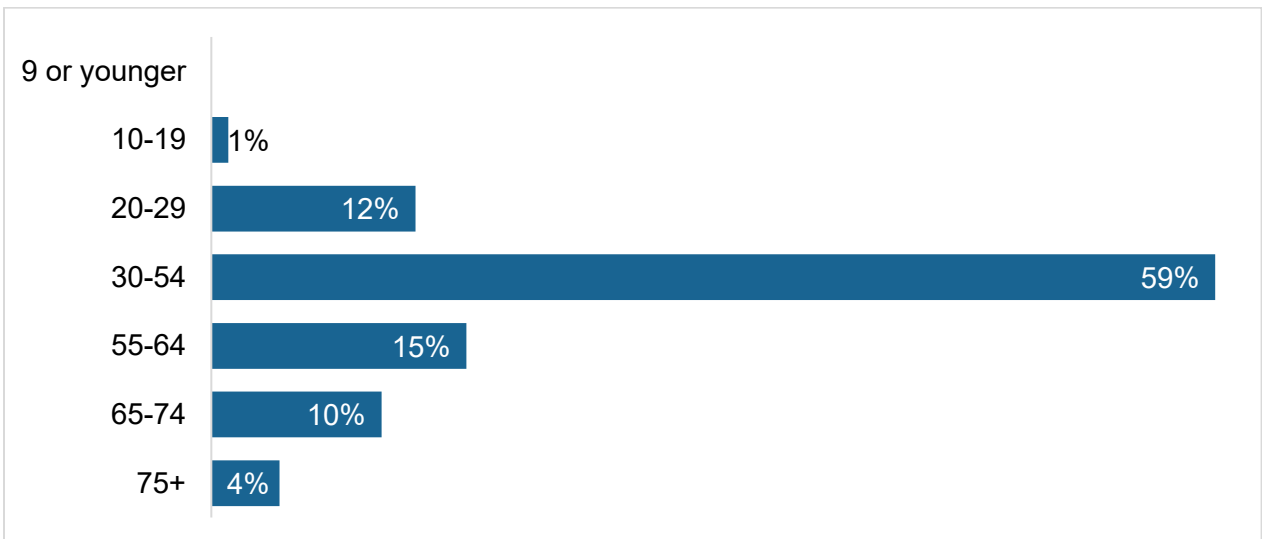
A total of 2,538 survey respondents provided optional demographic information described below.

Postal Code | n=2,538



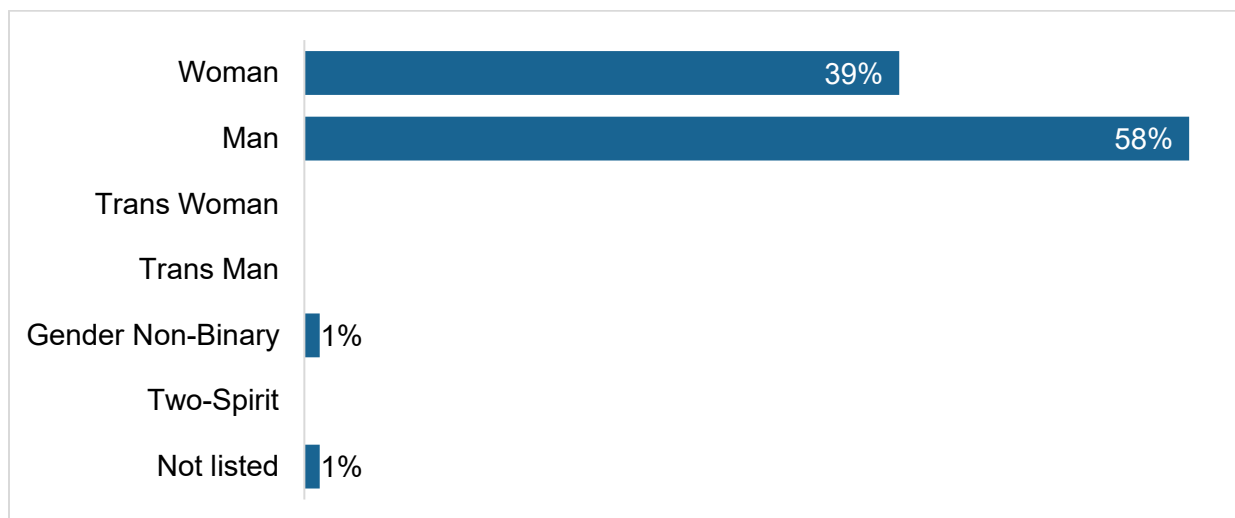
70% of survey respondents live in or near the study area (M4V, M5N, M5P, M6B, M6C, M6E) 23% live in a different area, and 6% preferred not to say.

Age | n=1,757



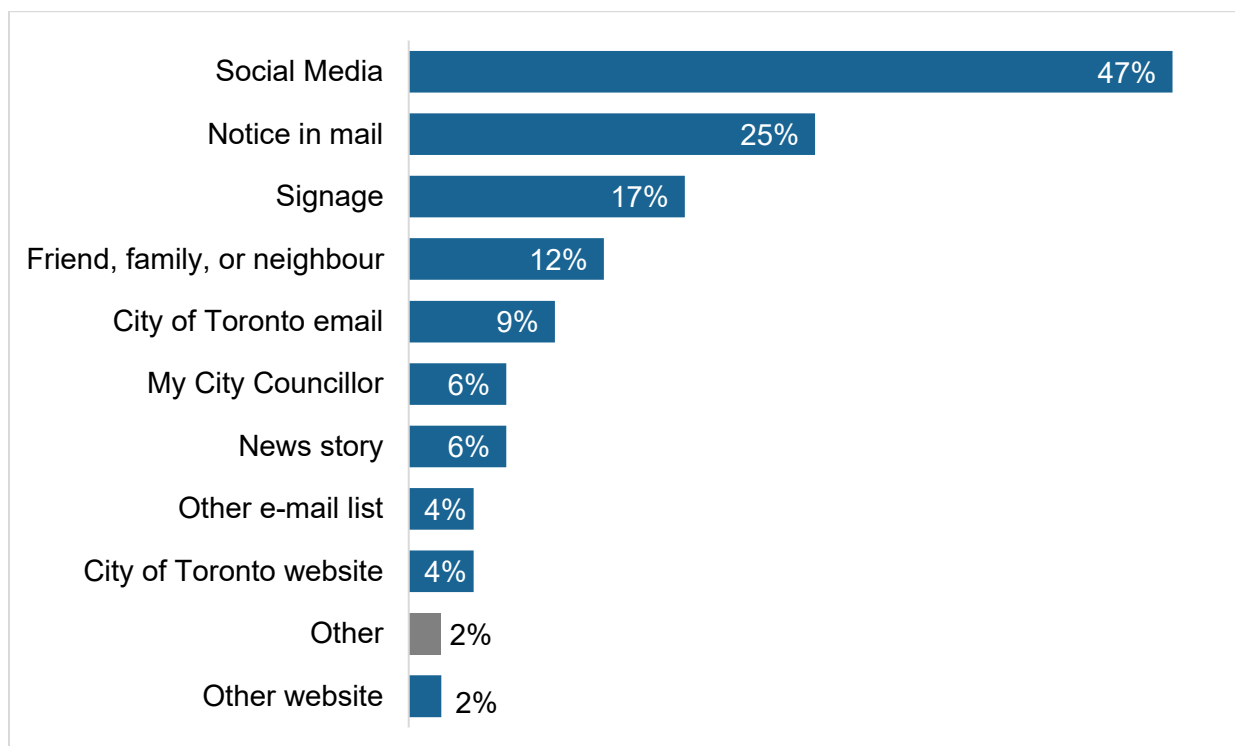
Most survey respondents are in the youth and working age categories.

Gender | n=1,693



58% of survey respondents identified as men, followed by 39% women.

Point of Engagement | n=2,519



Most survey respondents heard about this consultation by social media, the postcard delivered to the project area, and signage posted in the area.

Review of materials and attendance at events

- 69% of respondents indicated they reviewed the materials before completing the survey (n=2,490)
- 90% of respondents indicated they had not or would not attend an event prior to completing the survey. (n=2,380)

Appendix B: Local Traffic Issues Feedback

Feedback was collected about local traffic issues through the project survey, project inbox, via an online interactive map and at the drop-in events. Below is a summary of comments from all feedback sources. Feedback will inform the Neighbourhood Mobility Strategy.

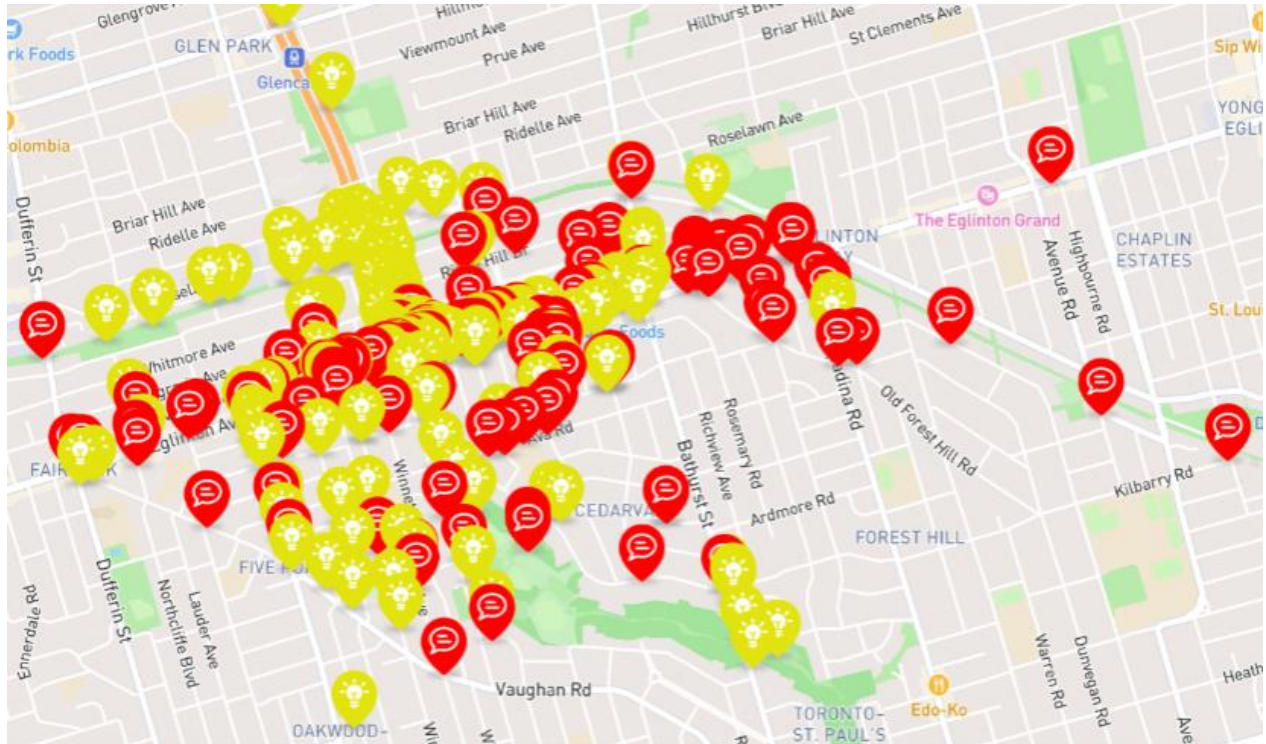


Figure 1 Interactive map comments

What We Heard

- Many streets surrounding the intersection are experiencing increased traffic volumes and safety concerns such as speeding and failure to comply with traffic stops, one-ways and turn restrictions.
- Existing restrictions have been too difficult on local residents, requiring them to take circuitous routes to and from their homes, and have seemed to displace volumes to other streets.
- There is poor compliance with many existing restrictions and little enforcement.
- Suggestions to improve traffic congestion and safety on local streets included:
 - Improve traffic volumes by adding new restrictions to enter and exit neighbourhoods, remove restrictions or reduce the timing of existing restrictions, add new or relocated traffic signals, remove on-street parking, change the direction of one-ways or create new one-ways, and optimize signal timing on the streets leading up to the intersection itself.
 - To improve safety, install more traffic calming measures, provide improved cycling connections, and design safer crossings particularly near parks and the Beltline Trail.

Detailed Comments

Location: Entire Study Area

Topic	Comment Summary
General	• Impacts from local traffic are significant and impact many things: quality of life, commuting time, pollution, noise, safety, etc. • Restrictions reduce mobility too much for local residents and are not effective; they displace traffic to other streets rather than reduce traffic • Traffic regulations are inequitable for commuters and force more traffic onto congested major roads, inconveniencing both local residents and commuters • Traffic regulations are excessive and were put in place to convenience a small group of residents at the cost of everyone else • Some improvements to neighbourhood traffic have been experienced on some streets
Suggestions	• Make signal coordination adjustments leading up to the intersection to ensure optimized traffic flow • Remove all directional changes (revert to two-way everywhere) and turn restrictions in surrounding neighbourhood • Revisit 7am to 7pm regulations throughout the area and consider peak hours only • Ensure signage is visible and increase enforcement efforts • Investigate locations where partial closures can be implemented • Investigate where modal filters can be installed (barriers that allow pedestrians and bikes to pass but not cars) to improve compliance • Add planters or barriers in places with 'do not enter' regulations to improve compliance • Prioritize green space, pedestrians, public space and neighbourhood quality of life over highway expansion • Revise the network of one-ways to maintain access while disincentivizing cut through traffic • Introduce local resident exemptions to regulations • Add transit signal priority for buses and LRT and improve bicycle and Bike Share stations to encourage mode shift

Location: Alameda Avenue

Topic	Comment Summary
Volumes and Traffic Management	• High volumes of traffic heading to and from Allen Road; sometimes includes large trucks • Switch direction of one-way on Alameda between Belvidere Avenue and Vaughan Road to one-way northbound to deter cut-through traffic from Allen Road to Vaughan Road • Remove left turn lane from Eglinton Avenue West onto Alameda Avenue and add a 'No Left' prohibition to prevent southbound cut-through traffic
Safety	• Gloucester Grove and Alameda Avenue intersection is jogged and has wide curb radii; cars often speed around corners causing safety concerns. Difficult for residents to exit driveways safely • Add crosswalk and stop sign at Alameda Avenue and Strader Avenue

Location: Arlington Avenue and Rushton Road

Topic	Comment Summary
Volumes and Traffic Management	• Congestion around Leo Baeck Day School • Potholes on Arlington Avenue • Convert laneway east of Arlington Avenue to one-way to prevent cut through traffic to Leo Baeck School
Safety	• On-street parking on Rushton Road creates visibility challenges and potential for collisions • Conflicts with cyclist and pedestrians exiting Cedarvale Park onto Durham Avenue and car traffic

Location: Atlas Avenue

Topic	Comment Summary
Volumes and Traffic Management	• Lots of cut-through traffic using Atlas Avenue to bypass Oakwood Avenue • Remove 'No Right' prohibition onto Eglinton Avenue West • Switch direction to one-way southbound • Permit two-way traffic from Eglinton Avenue West to Gloucester Grove
Safety	• Cars park too close to intersection of Atlas Avenue and Durham Avenue impacting visibility • Cars often run stop sign at Atlas Avenue and Durham Avenue
Cycling	• Add curb cut at end of the Laughlin Park trail for bikes • Northbound bike detector at Vaughan Road and Atlas Avenue not working

Location: Ava Road

Topic	Comment Summary
Volume	• Restriction at Dewbourne Avenue and Chiltern Hill Road has increased volumes on Ava Road

Location: Bathurst Street

Topic	Comment Summary
Volumes and Traffic Management	• Provide an advance left on Bathurst Street and Ridge Hill Drive • Implement a northbound double left turn at Bathurst Street and Eglinton Avenue West to alleviate congestion on Bathurst Street • Improve efficiency of westbound right-turning movements from Eglinton Avenue West onto Bathurst Street (e.g. increased signal timing, additional turn lanes) to disincentivize cut-through traffic on Shallmar Boulevard • Extend left turn advance signal as long as possible to enable more cars to get onto Eglinton Avenue West westbound
Safety	• Speeding concerns along Bathurst Street

Location: Beltline Trail

Topic	Comment Summary
Safety	• Safer Beltline Trail crossings requested at various locations: ◦ Allen Road connection (alternative to Elm Ridge Drive which is busier) ◦ Bathurst Street and Ridge Hill Drive ◦ Old Park Road - consider a raised pedestrian crossing • Explore opportunities to connect Beltline Trail to Cedarvale Ravine via Strathearn Road or Everden Road

Location: Camberwell Road

Topic	Comment Summary
Volumes and Traffic Management	• High volumes on Camberwell Road during peak hours • Difficult to get to and from homes during afternoon peak hours due to turn restriction at Dewbourne Avenue and Chiltern Hill Road coupled with congestion on Glen Cedar Road (the other access point to Camberwell Road) • Curb bump-outs on Camberwell Road cause drivers to be in the wrong lane to make turns onto Eglinton Avenue West • Add a 7am to 7pm or 3pm to 6pm left turn restriction (match whatever Chiltern Hill Road implements)
Safety	• Safety concerns for children walking to and from school during high-volume times, particularly during winter

Location: Chiltern Hill Road

Topic	Comment Summary
Volumes and Traffic Management	• High traffic volumes in mornings, afternoons and on weekends • Cars are driving up on curbs to get around queues, putting pedestrians at risk • Relocate traffic lights from Rostrevor Road to Chiltern Hill Road • Extend left turn restriction to 3pm to 6pm (Camberwell Road must match the restriction) • Add a morning peak hour left turn restriction as well • Adjust 'Do Not Enter' regulation at Chiltern Hill Road and Dewbourne Avenue to be peak hours only • Curb bump-outs on Chiltern Hill Road cause drivers to be in the wrong lane to make turns onto Eglinton Avenue West

Location: Dewbourne Avenue (west of Bathurst)

Topic	Comment Summary
Volumes and Traffic Management	• Do Not Enter westbound at Dewbourne Avenue and Chiltern Hill Road displaces traffic to other streets; seems to have low compliance, is very inconvenient for local residents east of the intersection • Adjust time-of-day restriction to peak hours or 7am to 7pm • Install planter box at Dewbourne Avenue and Chiltern Hill Road to improve compliance with restriction • Improve visibility of signage at Dewbourne Avenue and Chiltern Hill Road to improve compliance with no-through regulation

Location: Dewbourne Avenue (east of Bathurst Street), Richview Avenue and Rosemary Lane

Topic	Comment Summary
Volumes and Traffic Management	• Increased use of Rosemary Lane to access Bathurst Street • Poor compliance with 'No Through' regulation at Richview Avenue and Dewbourne Avenue, improvements to visibility are needed

Location: Dufferin Street

Topic	Comment Summary
Safety	• Speeding concerns on Dufferin Street going south from Eglinton Avenue West • Concerns about intersection safety, particularly relating to southbound traffic which squeezes left. A pedestrian has been killed at the corner • Use traffic calming and safety measures like bollards at Eglinton Avenue West and Dufferin Street

Location: Eglinton Avenue West (west of Allen Road), Northcliffe Boulevard and Glenholme Avenue

Topic	Comment Summary
Volumes and Traffic Management	• Parking along Eglinton Avenue West could be contributing to congestion; consider removing to add capacity ◦ Remove parking near Marlee Avenue and Eglinton Avenue West ◦ Concern about impacts to local businesses from parking removals • Poor signal coordination and spacing between lights • Left turn storage lane from Eglinton Avenue West westbound turning onto Alameda Avenue southbound is often used by eastbound cars queuing to make left turns onto Marlee Avenue • Northcliffe Boulevard: concern about cut-through traffic from it being a two-way street • Glenholme Avenue: Lengthen light at Glenholme Avenue to permit more time for left turns
Cycling	• Requests to install approved complete street • Requests to remove existing cycle tracks

Location: Eglinton Avenue West (east of Allen Road)

Topic	Comment Summary
Volumes and Traffic Management	• Remove 'dead end' cycle tracks that are unconnected to provide more vehicle lane space • Remove all street parking between Bathurst Street and Eglinton Avenue West
Safety	• Add sidewalk buffers to improve safety along Eglinton Avenue West (similar to stretch from Chaplin Avenue to Avenue Road)
Cycling	• Requests to install approved complete street • Requests to remove existing cycle tracks

Location: Everden Road

Topic	Comment Summary
Volumes and Traffic Management	• Further restrict access to Everden Road, such as by creating a cul-de-sac or a one-way southbound • Leave Everden Road restrictions as they are to maintain home access

Location: Glenarden Road

Topic	Comment Summary
Volumes and Traffic Management	• Create a slip lane from Glenarden Road onto Eglinton Avenue West going west • Introduce a left turn prohibition southbound on Glenarden Road to improve traffic flow for right turns and safety • Relocate the Eglinton Avenue West traffic signal to east of Glenarden Road

Location: Glen Cedar Road

Topic	Comment Summary
Volumes and Traffic Management	• Glen Cedar Road is congested throughout the day, stretching down blocks sometimes, on weekdays and weekends, during and outside of peak hours. Residents cannot enter and exit homes easily • Poor compliance with existing peak hour left turn and through restriction • Extend turn restrictions from peak hours only to all day (7am to 7pm) or at all times • Convert Glen Cedar to a one-way southbound to reduce congestion • Adjust the lanes to be one left turn lane and one through + right turn lane (now it is left turn + through and right turn, but there is more demand for left lane) • Improve lane markings on Glen Cedar Road between Eglinton Avenue West and Dewbourne Avenue • Add a light at Glen Cedar Road and Ava Road to help manage traffic, particularly around school pick up and drop off times
Safety	• Drivers use right lane to turn left, posing safety concerns • Pedestrian safety concerns at the Eglinton Avenue West and Dewbourne Avenue crossings due to driver behaviour and frustration, lack of traffic controls • Pedestrian was killed at Eglinton Avenue West and Glen Cedar Road intersection recently • Concerns about safety and lack of stop sign compliance around Cedarvale School at base of Glen Cedar Road and Ava Road. • Increase traffic calming (speed humps)

Location: Gloucester Grove

Topic	Comment Summary
Safety	• Speeding issues east-west along Gloucester Grove • No sidewalks east of Everden Road

Topic	Comment Summary
Volumes and Traffic Management	• Cut-through traffic in this area, both southbound from Allen Road off-ramp, and northbound towards on-ramp from Vaughan Road and Oakwood Avenue • Challenges getting out of driveways on Gloucester Grove • Traffic initially improved in this area after the trial changes but has worsened again. • Restore Strathearn Road left turn restriction to mitigate traffic coming downstream • Restrict southbound left turns onto Winnett Avenue from Eglinton Avenue West • “No Right” sign at Oakwood Avenue and Gloucester Grove has been covered - is it being removed? • Make one-way eastbound from Everden Road to Strathearn Road

Location: Jimmy Wisdom Way

Topic	Comment Summary
Volumes and Traffic Management	• Issues with wrong-way driving • Relocate red light at Jimmy Wisdom Way and Eglinton Avenue West to east of the intersection to permit left turns and avoid waiting in the line at the light before the intersection

Location: Markdale Avenue

Topic	Comment Summary
Safety	• Vehicles turning onto Markdale Avenue from Bathurst Street are speeding; volumes have also been heavier lately • Only one side of street has sidewalk with little buffer from road • High number of children walking to school

Location: Marlee Avenue, Farleigh Crescent and Livingstone Avenue

Topic	Comment Summary
Safety	• Add a pedestrian crossing (ideally a bridge) at Marlee Avenue and the Beltline Trail • Make Marlee Avenue and Eglinton Avenue West intersection a pedestrian scramble
Cycling	• Concern about lack of future plans to implement the Beltline Gap project and provide a safe way for pedestrians and people cycling to cross Allen Road via the Beltline Trail • Complete bike lanes on Marlee Avenue to provide a north-south connection to the Beltline Trail, Eglinton, Lawrence and nearby streets

Topic	Comment Summary
Volumes and Traffic Management	• Add 'modal filter' at Marlee Avenue and Roselawn Avenue • Only permit southbound traffic on Marlee Avenue to turn right onto Eglinton Avenue West, and northbound traffic to turn left at Roselawn Avenue • Remove or relocate bus stop at Marlee Avenue and Eglinton Avenue West, as it requires buses to merge across two lanes to get into the correct lane to access Cedarvale Station • Challenging to make left turns from Marlee Avenue onto Eglinton Avenue West due to congestion; often drivers must wait multiple lights due to box being blocked • Synchronize lights differently; adding cameras to prevent box blocking • Delivery trucks often cut through Farleigh Crescent • Livingstone Avenue has high congestion due to drivers seeking access to Marlee Avenue

Location: Oakwood Avenue

Topic	Comment Summary
Volumes and Traffic Management	• Increased foot traffic at Oakwood Avenue and Eglinton Avenue West due to the LRT station, making left and right vehicle turns more difficult • Right turn storage northbound at Oakwood Avenue and Eglinton Avenue West is congested • Add a dedicated right turn storage lane at Oakwood Avenue and Eglinton Avenue West (southbound) and Oakwood Avenue and Vaughan Road (northbound) • Lengthen the left turn signal northbound at Oakwood Avenue and Eglinton Avenue West to help clear traffic • Implement a 'No Parking' zone before the northbound bus stop at Oakwood Avenue and Lanark Avenue • Extend the 'No Parking' restriction on the east side of Oakwood Avenue between Lanark Avenue and Gloucester Grove to 3pm to 7pm or restrict all parking in both directions along Oakwood Avenue south of Eglinton Avenue West to improve visibility for turning movements and congestion • Make Strader Avenue two-way starting at Oakwood Avenue • Restrict through-traffic from Bude Street crossing Oakwood Avenue • Add a priority bus lane for Eglinton Avenue West to facilitate faster bus service from Oakwood Avenue to Cedarvale Station

Topic	Comment Summary
Safety	- Cars make east-west movements across Oakwood Avenue on Bude Street which is unsafe and results in running stop signs. - Cars make unsafe turns from Beer Store plaza onto Oakwood Avenue West; consider blocking these movements and requiring exits from Bude Street only
Cycling	- Add separated cycling infrastructure to Oakwood Avenue West to connect to Eglinton Avenue West and Vaughan Road - Add a bike signal for east-west cycling traffic at Oakwood Avenue and Gloucester Grove

Location: Old Forest Hill Road (south of Eglinton Avenue West) and Vesta Drive

Topic	Comment Summary
Volumes and Traffic Management	- Turn restrictions at Old Forest Hill Road and Eglinton Avenue West 'trap' residents in the neighbourhood and make getting home difficult, add significant times to commutes - Concern that restrictions add to bottlenecks on Eglinton Avenue West and increase time to access Allen Road - Concern that needs of a few residents have been privileged over others who use the roads "No right" restriction from Eglinton Avenue West onto Old Forest Hill Road is ineffective without also applying it to Vesta Avenue and Gardiner Road, as vehicles will just continue to these streets and make right turns to avoid Spadina Road - Old Forest Hill Road and Vesta Avenue area is congested with cut-through traffic; concerns about traffic from Spadina being shifted to Vesta Avenue - Reconfigure complex intersection of Old Forest Hill Road, Dewbourne Avenue and Vesta Drive as a small roundabout - Add a new 'no left' restriction from Vesta Drive onto Eglinton Avenue West; no right turn restriction from Eglinton Avenue West onto Vesta Drive - Signage at Eglinton Avenue West notifying of no left turns onto Old Forest Hill Road is blocked by trees, leading to low compliance
Safety	- Cars are cutting through Ormsby Crescent at high speeds, causing safety concerns - Safety concerns with pedestrian crossing at Spadina Road and Eglinton Avenue West, pedestrians crossing to station and turning vehicles - Utility cover at Spadina Road and Eglinton Avenue West is below road level causing a big dip/hole that is dangerous for drivers - Aggressive driving on Vesta Drive, as well as speeding to make the traffic light at Eglinton Avenue West; issues crossing the street safely due to speeding northbound traffic

Location: Old Forest Hill Road (north of Eglinton Avenue West)

Topic	Comment Summary
Volumes and Traffic Management	• Cut-through traffic on Mayfair Avenue and Shallmar Boulevard (going south) • Restrictions at Old Forest Hill Road and Eglinton Avenue West have made accessing homes on Old Forest Hill Road north of Eglinton very challenging and have caused long detours • Low compliance with restrictions at Old Forest Hill Road
Safety	• Left turns from Mayfair Avenue onto Eglinton Avenue West are dangerous due to high congestion on Eglinton

Location: Old Park Road and Old Forest Hill Road

Topic	Comment Summary
Volumes and Traffic Management	• Increased traffic volumes lately on Old Park Road • Observing more large trucks and buses using local streets • Reduce restriction timing for turns onto Old Forest Hill Road; 7am to 7pm is too restrictive • Remove on-street parking spots on Old Park Road between Eglinton Avenue West and Wembley Road to improve ability of northbound cars to enter neighbourhood when southbound volumes are high
Safety	• Pedestrian crossing at Eglinton Avenue West on the west side at Old Park Road is dangerous, cars trying to turn left onto Eglinton Avenue West often don't see them
Cycling	• Route people cycling up to Old Forest Hill Road and build a bridge and station connection over Allen Road

Location: Peveril Hill Road North

Topic	Comment Summary
Volumes and Traffic Management	• Permit left turns from Peveril Hill Road North in conjunction with extended turn restrictions on Chiltern Hill Road and Camberwell Road (3pm to 6pm) to allow residents to exit neighbourhood without incentivizing cut through traffic

Location: Ridge Hill Drive

Topic	Comment Summary
Volumes and Traffic Management	• Heavy traffic in afternoon rush hour on Ridge Hill Drive which impacts school access • Add one-way in front of West Preparatory School to reduce traffic volumes

Location: Rostrevor Road

Topic	Comment Summary
Safety	• Cars frequently block pedestrian crossing at Rostrevor Road

Location: Spadina Road and Old Forest Hill Road

Topic	Comment Summary
Volumes and Traffic Management	• Maintain through-restriction from Spadina Road onto Old Forest Hill Road from 7am to 7pm • Introduce new left turn restriction from Spadina Road onto Old Forest Hill Road in the morning, and right turn restriction from Old Forest Hill Road onto Spadina Road in afternoon • Enforce existing left turn restrictions from Spadina Road onto Ormsby Crescent in morning hours • Restrict left turns from Spadina Road onto Chadwick Avenue during peak hours to address cut through traffic • Significant congestion at Spadina Road and Eglinton Avenue West causing cut-through traffic • Lengthen northbound left turn light at Spadina Road and Eglinton Avenue West

Location: Strathearn Road

Topic	Comment Summary
Volumes and Traffic Management	• Congestion at Strathearn Road and Bathurst Street from vehicles making left northbound turns onto Bathurst Street • Reconfigure to one-way southbound from Eglinton Avenue West • Increases in volume since 7am to 7pm turn restriction was rescinded
Safety	• Speeding on Strathearn Road, particularly between Chiltern Hill Road and Bathurst Street, creates challenges backing out of driveway • Remove extra slip lane between Markdale Avenue and Strathearn Road and use space for a parkette

Location: Vaughan Road

Topic	Comment Summary
Cycling	• Cars often park in the bike lane • Implement protected bike lanes on Vaughan Road
Miscellaneous	• Connect Vaughan Road to Dufferin Street instead of having a dead end

Location: Wembley Road

Topic	Comment Summary
Volumes and Traffic Management	• Poor compliance with no entry prohibition • Reconfigure to a one-way eastbound instead • Remove one or two parking spots on Wembley Road east of Old Park Road to improve congestion when making turns from Old Park Road

Location: Westover Hill Road

Topic	Comment Summary
Volumes and Traffic Management	• Change to one-way going southbound • Remove prohibition on left turns from 7am to 7pm • Move mid-block light between Flanders Road and Westover Hill Road to Westover Hill Road intersection to improve pedestrian safety and to assist in left turns out of Westover Hill Road • Synchronize mid-block light near Westover Hill Road with intersection lights to ensure that when westbound right turns have a green light onto the on-ramp, westbound traffic is not stopped at Westover Hill Road • Redesign the sidewalk and curb at the intersection of Eglinton Avenue West to deter left turns and encourage right turns, as many drivers ignore the no left regulation • Add signage at Dewbourne Avenue and Westover Hill Road alerting drivers of turn restrictions at Eglinton Avenue West (prior to them turning onto the street) • Revisit signal timing for pedestrian mid-block crossing at Westover Hill Road and consider implementing a pedestrian priority signal timing so pedestrians don't have to wait as long to cross – currently the mid-block crossing take as long or longer than crossing at Eglinton Avenue West and Allen Road

Location: Whitmore Avenue

Topic	Comment Summary
Safety	• Lack of sidewalks; pedestrians often walk on Whitmore Avenue to access Cedarvale Station, posing safety risks. There are existing desire lines on lawns showing the routes • Turn to a one-way eastbound, narrow the street and add dedicated parking on the north side • Crosswalk needed at Whitmore Avenue and Marlee Avenue to facilitate safe access to the station

Location: Winnett Avenue

Topic	Comment Summary
Volumes and Traffic Management	• Heavy infiltration in this area, both southbound from Allen Road off-ramp, and northbound towards on-ramp from Vaughan Road and Oakwood Avenue • Add a northbound left turn restriction on Winnett Avenue
Safety	• Concerns about safety near J.R. Wilcox Community School due to volumes

Location: Winona Drive

Topic	Comment Summary
Volumes and Traffic Management	• Heavy infiltration in this area, both southbound from Allen Road off-ramp, and northbound towards on-ramp from Vaughan Road and Oakwood Avenue • Poor compliance with no entry restriction from Eglinton Avenue West onto Winona Drive • 7am to 7pm southbound 'do not enter restriction' at Eglinton Avenue West is onerous, particularly for parents doing pickup at drop-off at J.R. Wilcox • Confirm how and whether vehicles will be permitted to make north-south movements from Marlee Avenue to Winona Drive once the new traffic lights are installed • Shorten 'Do Not Enter' southbound on Winona Drive to peak hours only or remove • Remove left turn lane from Eglinton Avenue West onto Winona Drive southbound to deter cut-through traffic
Cycling	• Install separation for bike lane on Winona Drive • Near-collisions between drivers and people cycling on Winona Drive • Wrong-way drivers driving in Winona Drive bike lanes • Create an east-west cycling connection from Durham Avenue to Winona Drive so children can get to school more safely

Out of Study Scope

Topic	Comment Summary
Out of Scope	• Many off-leash dogs in the Cedarvale Ravine park • Suggested changes to TTC stops and locations of subway stations • End Route 63 bus at Oakwood Station, removing 63B St. Clair route • Reroute 90 bus to end at Fairbank LRT station instead of Cedarvale Station • Pave the Cedarvale Park trail to make it more bike-friendly • Extend Allen Road further south via a tunnel • Replant trees that were cut down recently by Hydro One on Beltline Trail near Marlee Avenue with a shorter species • Build a public washroom at Walter Saunders Memorial Park • Add historical information signage about the Beltline Trail • Litter issues near Beltline Trail and Dufferin Street