

Eglinton & Allen Intersection Study

Public Consultation
Spring 2026

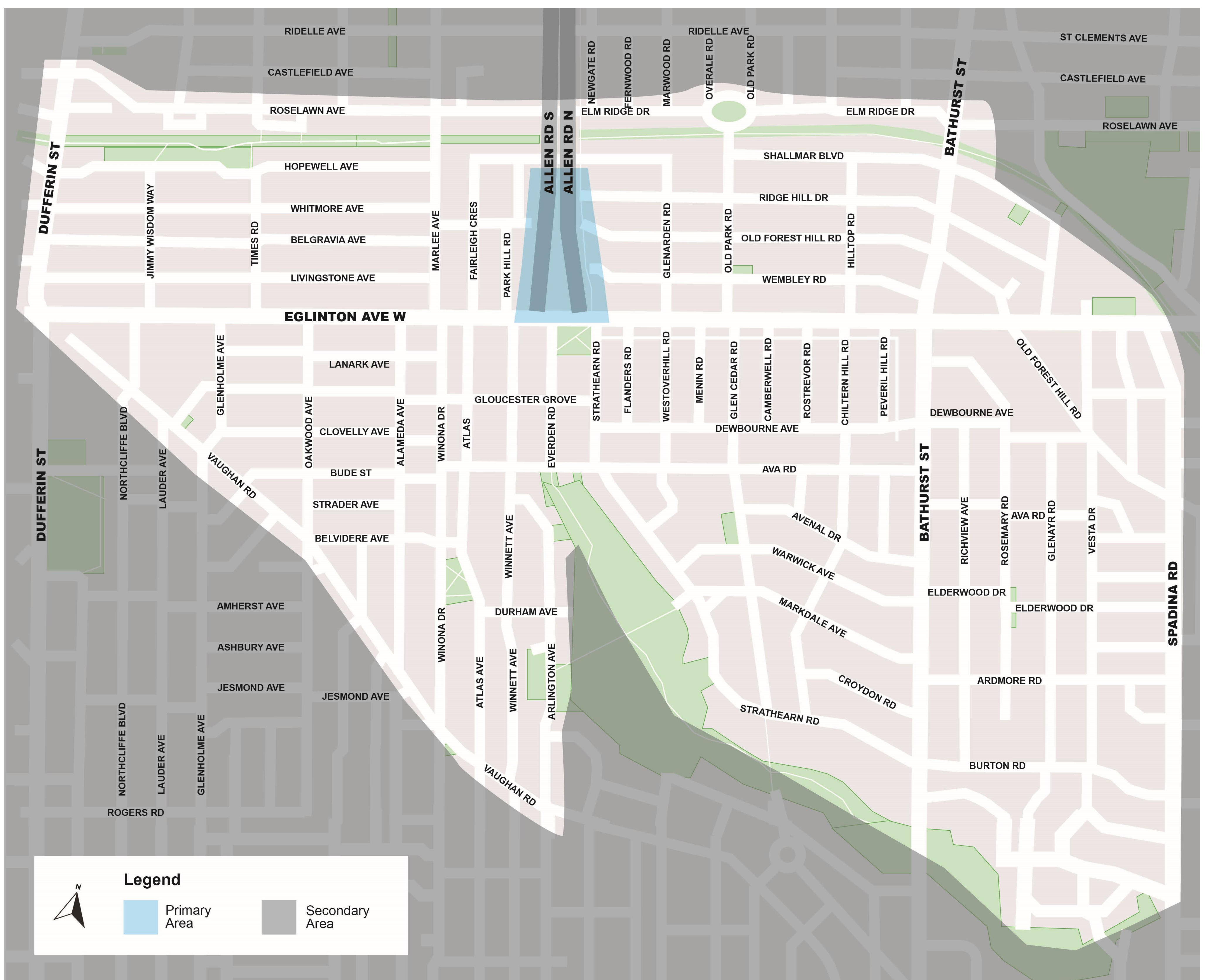


Study Overview

The City is studying options to redesign the intersection of Eglinton Avenue West and Allen Road to improve traffic congestion and safety for all road users.

The study will:

- Develop and evaluate a list of proposed improvements for the redesign of the intersection, identifying a preferred option with estimated timelines and costing
- Develop a Neighbourhood Mobility Strategy to recommend near-term traffic changes that can help improve neighbourhood congestion



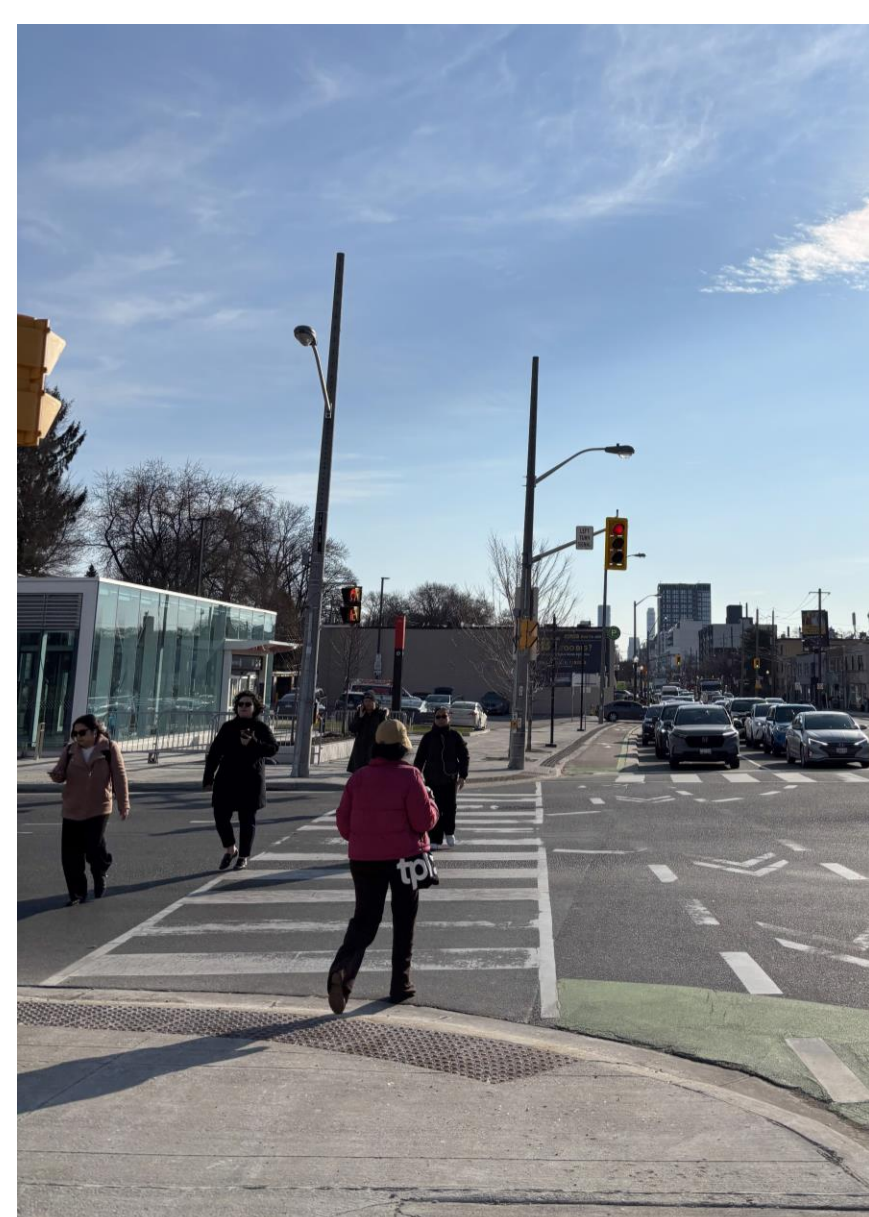
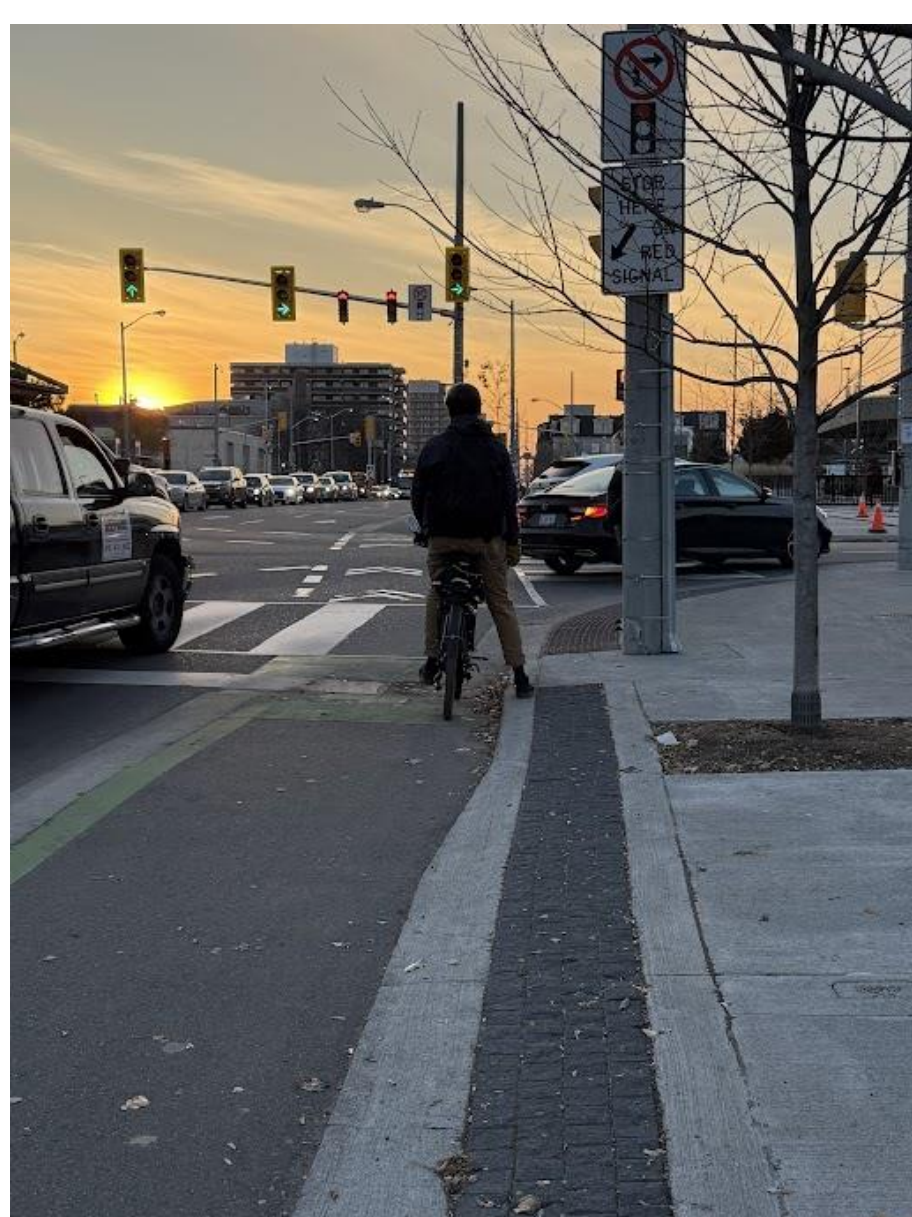
Study Area:

- **Primary Area (Intersection Redesign):** Eglinton Avenue West and Allen Road intersection, extending 400 meters north along the Allen Road ramps
- **Secondary Area (Mobility Strategy):** Analyzed for traffic patterns and opportunities to implement neighborhood mobility strategies

Study Objectives

The objectives of the study are to:

- ✓ Improve vehicle traffic congestion at the intersection and in the neighbourhood
- ✓ Provide safe routes for pedestrians and cyclists
- ✓ Maintain transit access



- Current traffic demand exceeds the capacity of the intersection, particularly at the Allen Road on-ramp. Drivers at peak hours regularly experience long delays, and neighbourhood streets experience congestion with drivers cutting through seeking short-cuts to Allen Road.
- There is high pedestrian demand to travel along Eglinton Avenue West and to access Cedarvale Station. Eglinton Avenue West is identified as a major cycling route in the Cycling Network Plan and the long-term vision is to support increased cycling on this street. Safe dedicated spaces for pedestrians and people cycling helps prevent accidents and improves transportation options.
- The intersection is at the interchange of two major transit lines (Line 1 subway and Line 5 Light Rail Transit) and a bus terminal accessed by five surface bus routes. The intersection needs to serve passengers accessing the station and transit vehicles entering and exiting.

What We Heard: Public Consultation

From May 2025 to February 2026, the City engaged with local residents to address traffic congestion in the area. A trial of traffic pattern changes (which included several new and extended turn and 'Do Not Enter' restrictions) was conducted in December and January. While some changes were rescinded on the basis of community input, most have remained in place to help address congestion prior to the intersection study being completed.

As part of this process, ideas were shared about traffic issues at the intersection and broader area. Ideas shared by residents to date have helped inform the study scope and list of potential improvements.

What we heard:

- **Eglinton & Allen intersection is the root cause** of congestion in the neighbourhood and must be urgently addressed.
- **Mixed support for regulatory traffic changes to deter cut-through traffic in the neighbourhood.** While some felt that the changes improved congestion on streets intersecting with Eglinton Avenue West, others expressed that the trade-offs to travel times and convenience were not worthwhile.
- **Various ideas to improve traffic at the intersection** included rescinding no-right-on-red regulations, closing pedestrian and cycling crossings, and increasing presence of traffic agents.
- **More enforcement** of traffic regulations is needed to reduce impacts on neighbourhood streets.



Public workshop in May 2025 to gather neighbourhood feedback on traffic changes



New regulations were introduced as part of the trial of traffic pattern changes in December 2025 and evaluated in early 2026.

Timeline of Actions at Eglinton & Allen

Since the intersection re-opened in 2023 following construction of the Eglinton Crosstown LRT, the City has taken various steps to address congestion at the intersection and in the neighbourhood.

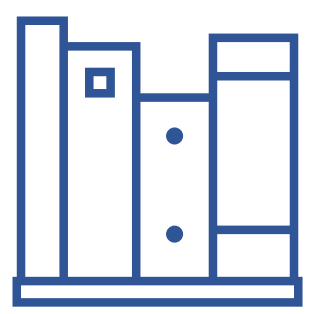
February 2026	<ul style="list-style-type: none">• Eglinton Crosstown LRT opened• Neighbourhood trial traffic changes analysis completed• Intersection study consultant onboarded
December 2025	<ul style="list-style-type: none">• Neighbourhood trial traffic changes implemented
November 2025	<ul style="list-style-type: none">• New Cedarvale Station entrances opened early for pedestrian access to allow pedestrians to enter station without crossing the Allen Road ramps
August 2025	<ul style="list-style-type: none">• Westbound bicycle detector installed at on-ramp to eliminate unnecessary bicycle signal phases
May 2025	<ul style="list-style-type: none">• Community consultation to address neighbourhood congestion through near-term traffic changes
February 2025	<ul style="list-style-type: none">• Motion MM26.12 directed staff to "initiate a study to examine redesign options to improve the operation of the Eglinton Avenue West and Allen Road intersection"
November 2024	<ul style="list-style-type: none">• Westover Hill Road turn restrictions extended 7 a.m. - 7 p.m. to address congestion issues at Westover Hill Road and Glenarden Road. Improvements inspired broader traffic pattern changes
July 2024	<ul style="list-style-type: none">• Signal timing adjustments made = 10% improvement in westbound traffic flow
Spring 2024	<ul style="list-style-type: none">• Handover of Eglinton Avenue West and Allen Road signals from Metrolinx to City, installation of limited vision signal lights allowing better signal coordination• Traffic consultants hired to study options for operation improvements
June 2023	<ul style="list-style-type: none">• Daily deployment of traffic wardens to manage poor intersection operations begins
May 2023	<ul style="list-style-type: none">• Full intersection re-opened at conclusion of Metrolinx construction

Study Sources

Various sources of information will inform this study.



Data on existing conditions, such as vehicle volumes, speeds, pedestrian volume counts, and turning movement counts at intersections, property layers, utilities, street trees, parking, planning applications, and so on.



Past studies and reports including the 2014 Allen Road Individual Environmental Assessment Terms of Reference (not completed) and intersection designs considered during the construction of the Eglinton Crosstown LRT.



Public Feedback

Comments received from residents throughout 2025 and 2026 are being captured and shared with the project team



Site visits and observations

City staff and consultants regularly visit the area to observe conditions and collect data.

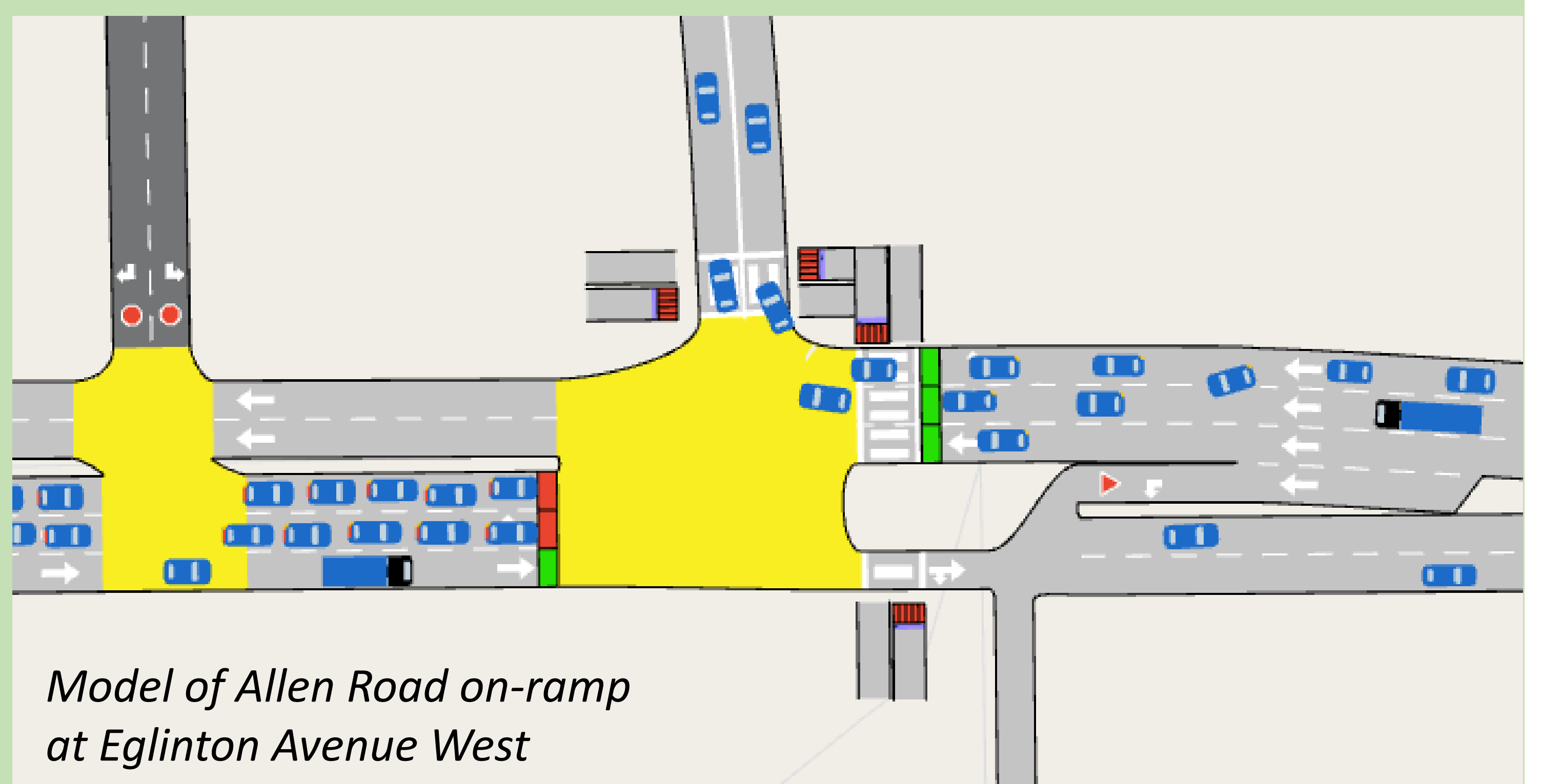


Council policies and programs that guide City priorities and standards.

What is a Traffic Model?

A traffic model simulates traffic patterns at an intersection, along a roadway or throughout a transportation network. It can help predict where and how congestion will occur and how road users will respond to changes in the transportation network. It can also anticipate future growth in travel demand due to increases in population.

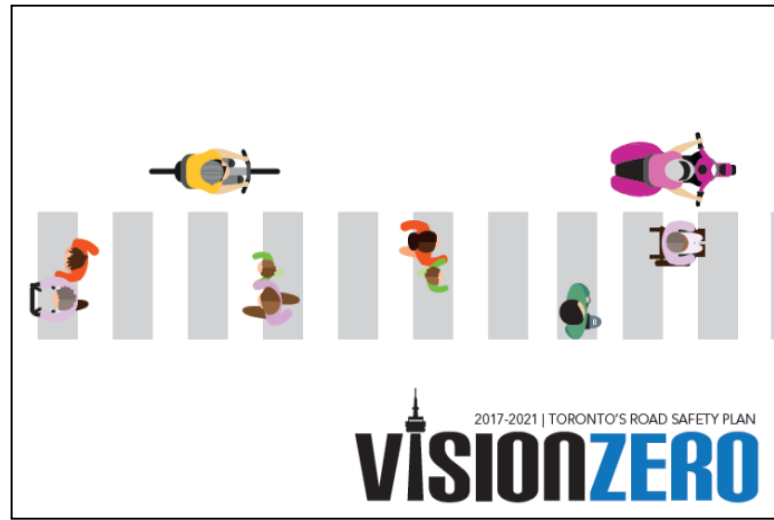
The project team will be using various traffic models to help analyze the likely impact of different intersection redesign options.



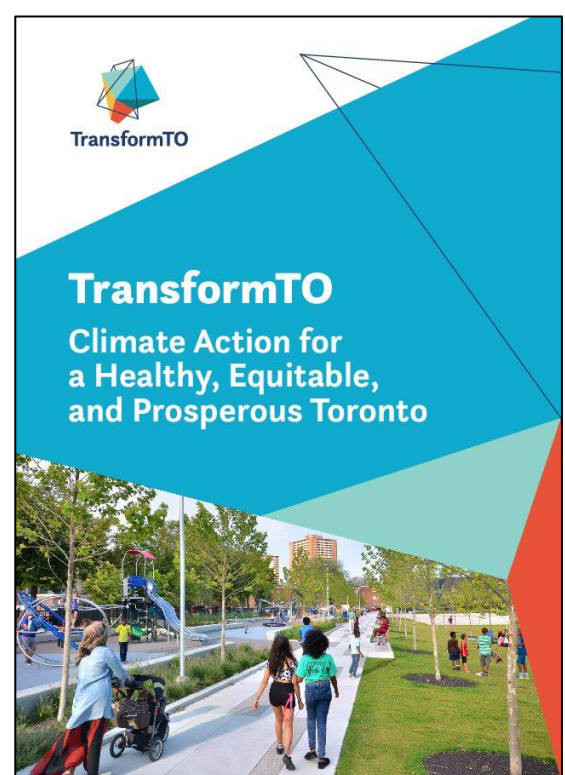
Model of Allen Road on-ramp at Eglinton Avenue West

Policy Overview

City-wide policies and programs as well as local area studies guide this study:

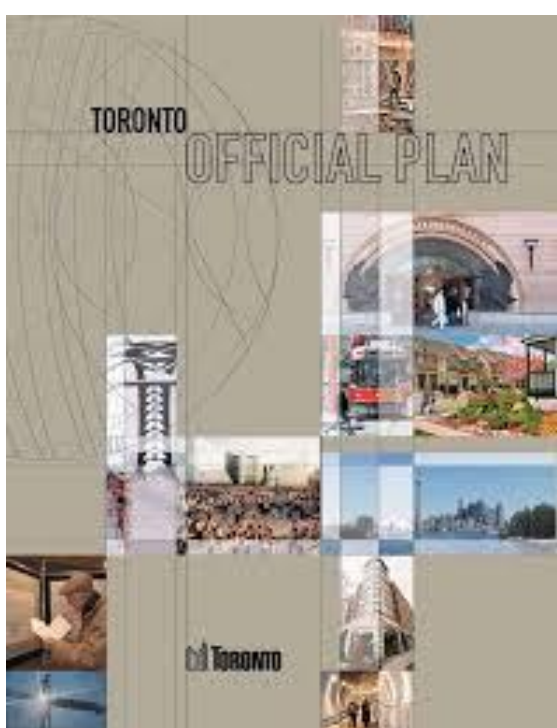


[Vision Zero Road Safety Plan](#) commits to taking actions that reduce traffic-related fatalities and serious injuries on our streets.



[TransformTO Climate Change Action Plan](#) commits to making 75% of trips under 5 kilometres to walking, cycling or transit by 2030.

[Cycling Network Plan](#) establishes a long-term vision that every street design should consider people cycling, just as every street considers people driving and walking.



[Official Plan](#) helps Toronto evolve, improve and realise its potential in areas such as transit, land use development, and the environment.

[Complete Streets Guidelines](#) set a vision for streets to offer safe routes for people walking or cycling, space to expand the city's tree canopy, and innovation in managing stormwater.



[Capital Budget and Plan](#) determines the level of service provided to Toronto residents and guides decisions on what City infrastructure will be built and repaired.

[National Association of City Transportation Officials \(NACTO\)](#) is an international organization that provides design guidelines on complete streets.



[Congestion Management Plan](#) implements a wide variety of proactive initiatives that help manage traffic congestion in Toronto and maintain safety for all road users.

[Accessibility Design Guidelines](#) set standards for City-led construction and public spaces. Toronto's population includes more than 425,000 seniors and 495,500 people with disabilities, which is 20% of the total population.

History of Allen Road

The Allen Road Expressway was first constructed as part of the planned Spadina Expressway to connect the north end of Toronto to downtown. The project was cancelled in 1971 after public opposition due to its impact on developed neighbourhoods, so Allen Road now ends at Eglinton Avenue West, a major arterial street.

In 2012, the intersection of Eglinton Avenue West and Allen Road had a three-lane northbound on-ramp that allowed simultaneous turns. From 2014 to early 2023, the intersection had long-term lane closures for construction of the Eglinton Crosstown LRT. In May 2023, Metrolinx reopened the intersection with the current two-lane alternating turns design.



A view of Allen Road under construction between Lawrence Ave W and Eglinton Ave W in 1974.

Credit: Toronto Archives



A view of the on-ramp in 2012 with three simultaneous turn lanes

Credit: Google

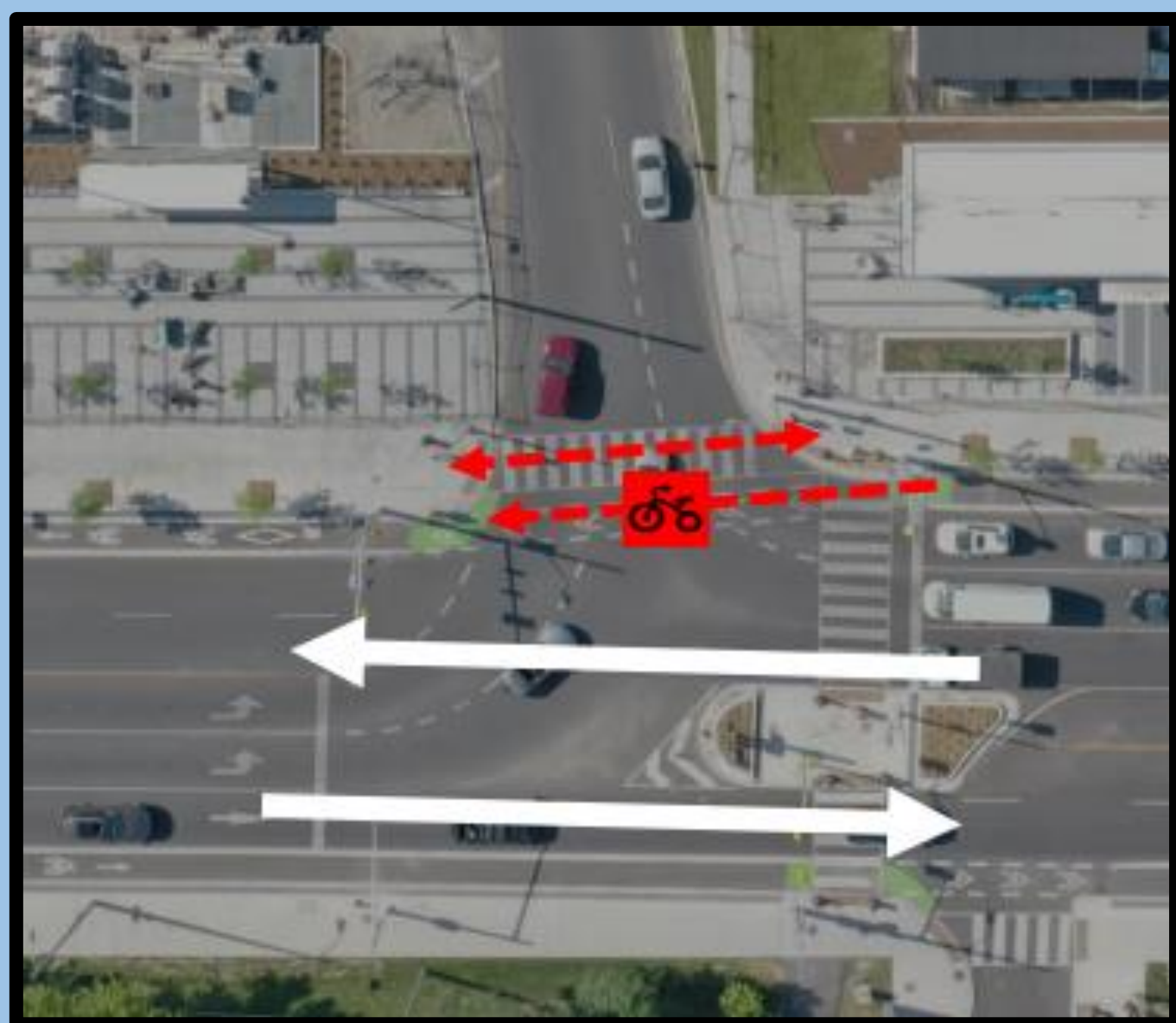


Cars waiting to turn from Allen Road southbound onto Eglinton Avenue West

Credit: Toronto Archives

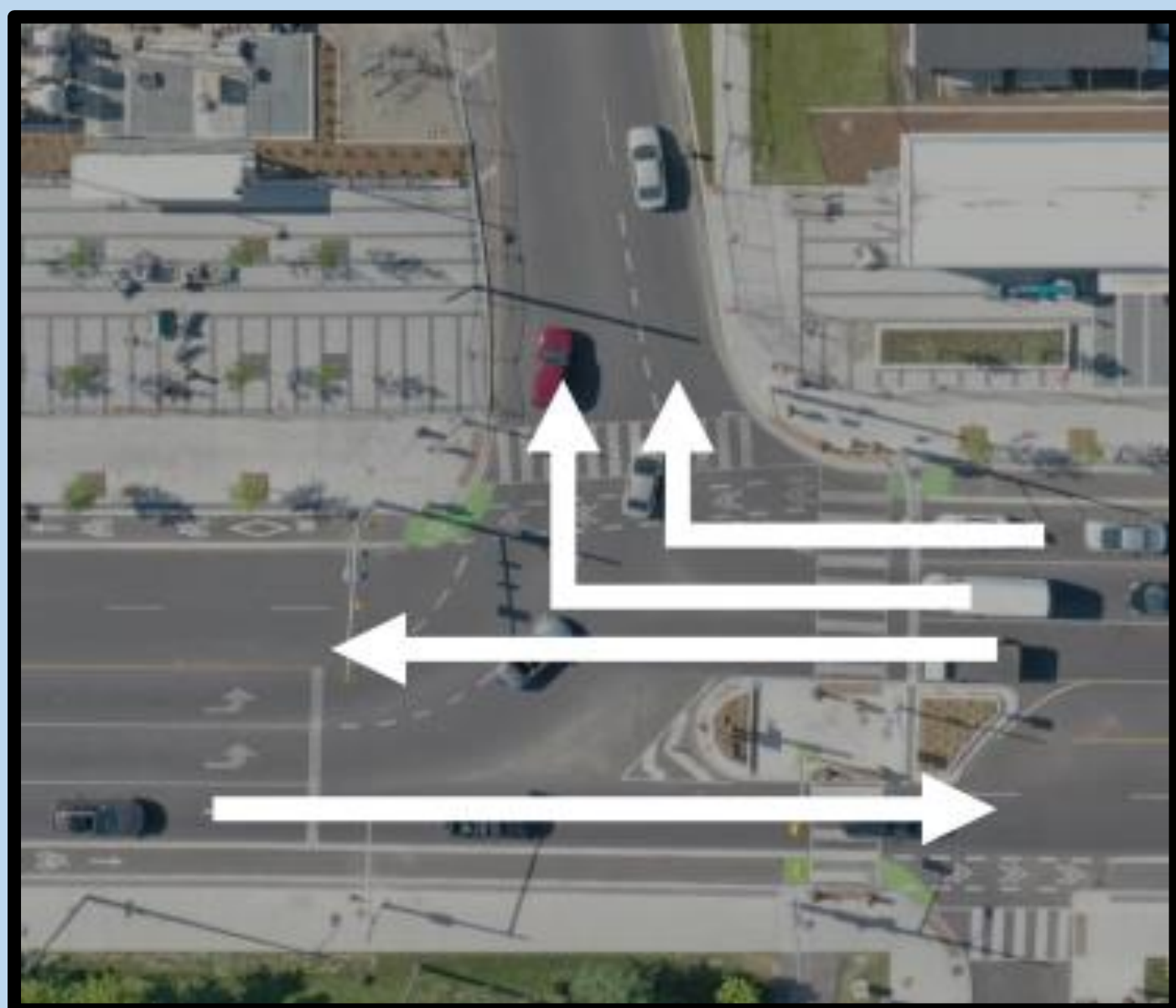
Existing On-Ramp Operations

The current on-ramp operates in three phases.



PHASE 1: (IF CALLED) Pedestrian and Cycling Signal and West-East Through Traffic (29 sec)

Pedestrian and bicycle signals both come on if button pushed or if bicycle detected. If neither pedestrian nor cycling signal is called, time is added to westbound right turns.



PHASE 2: Westbound Right and West-East Through Traffic (1 min 16 sec)

Two westbound lanes turn right simultaneously onto the on-ramp, westbound and eastbound through traffic goes.



Phase 3A: North-South Pedestrian Signal Activated



Phase 3B: North-South Pedestrian Signal NOT Activated

PHASE 3: Eastbound Left Turns and North-South Pedestrian Signal (IF CALLED) (35 sec)

If activated by button, pedestrian signal permitting north-south crossings comes on, while vehicles make eastbound left turns.

If pedestrian signal is not activated, eastbound through traffic can go.

To maximize efficiency of the north side crossing:

- **Bicycle detector installed (August 2025).** When neither the cycling signal nor the pedestrian push-button are activated, the pedestrian/bicycle light does not turn on and that time is reallocated to westbound-right turning vehicles.
- **Cedarvale Station entrances opened (November 2025)** This allows pedestrians to bypass crossing at the ramps. However, the station is closed overnight.

Altogether, these measures have reduced the percentage of cycles the pedestrian or cycling signal is activated from over 90% in the weekday peak hours to 76% in the afternoon and 68% in the morning.

Intersection Level of Service

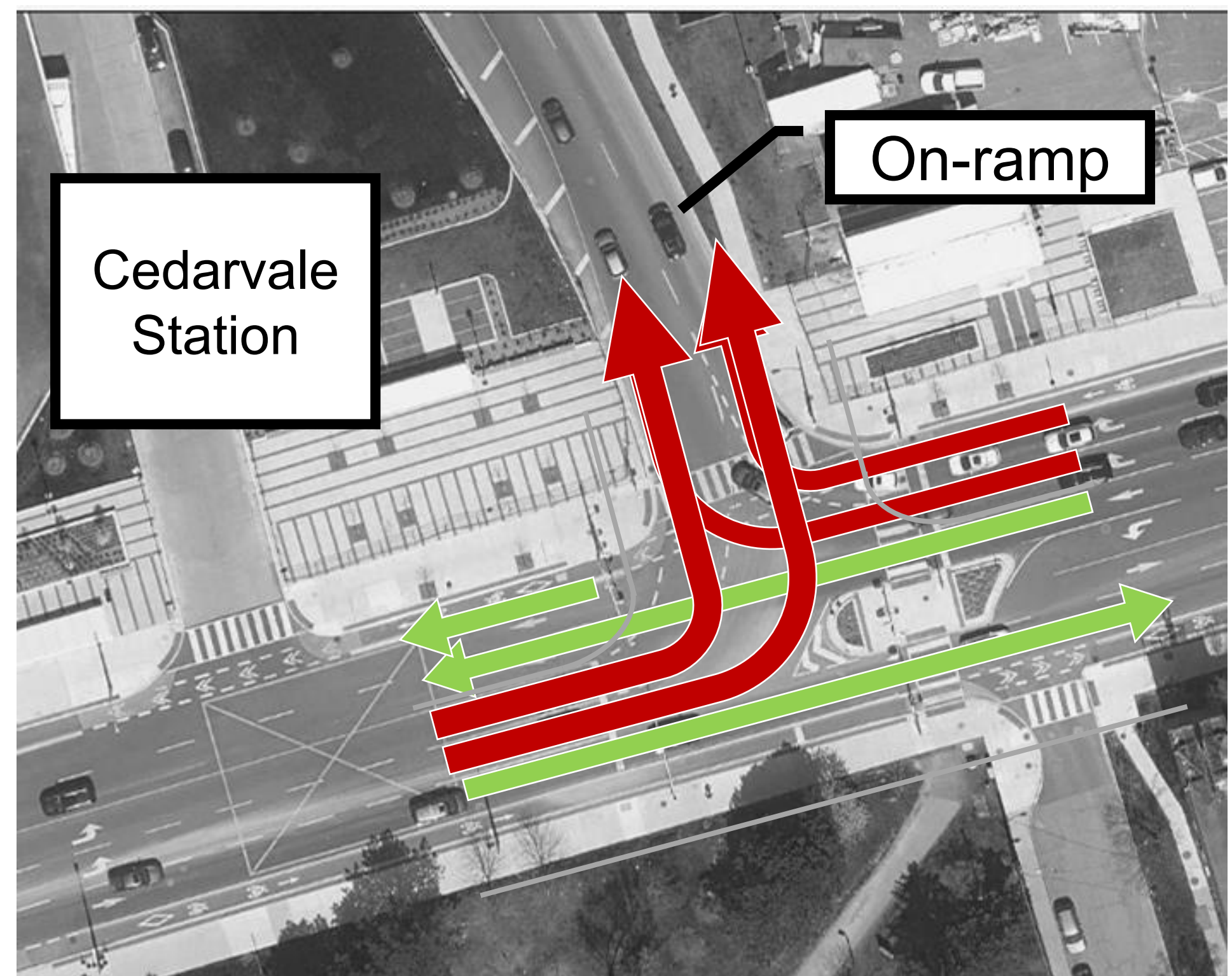
Current traffic demand exceeds the capacity of the intersection, particularly at the Allen Road on-ramp.

Peak hour volumes are 2,200 vehicles northbound, 1,300 vehicles southbound. Both the on-ramp and off-ramp see a failing level of service during peak hours in all directions, meaning there are delays of over 80 seconds per vehicle.

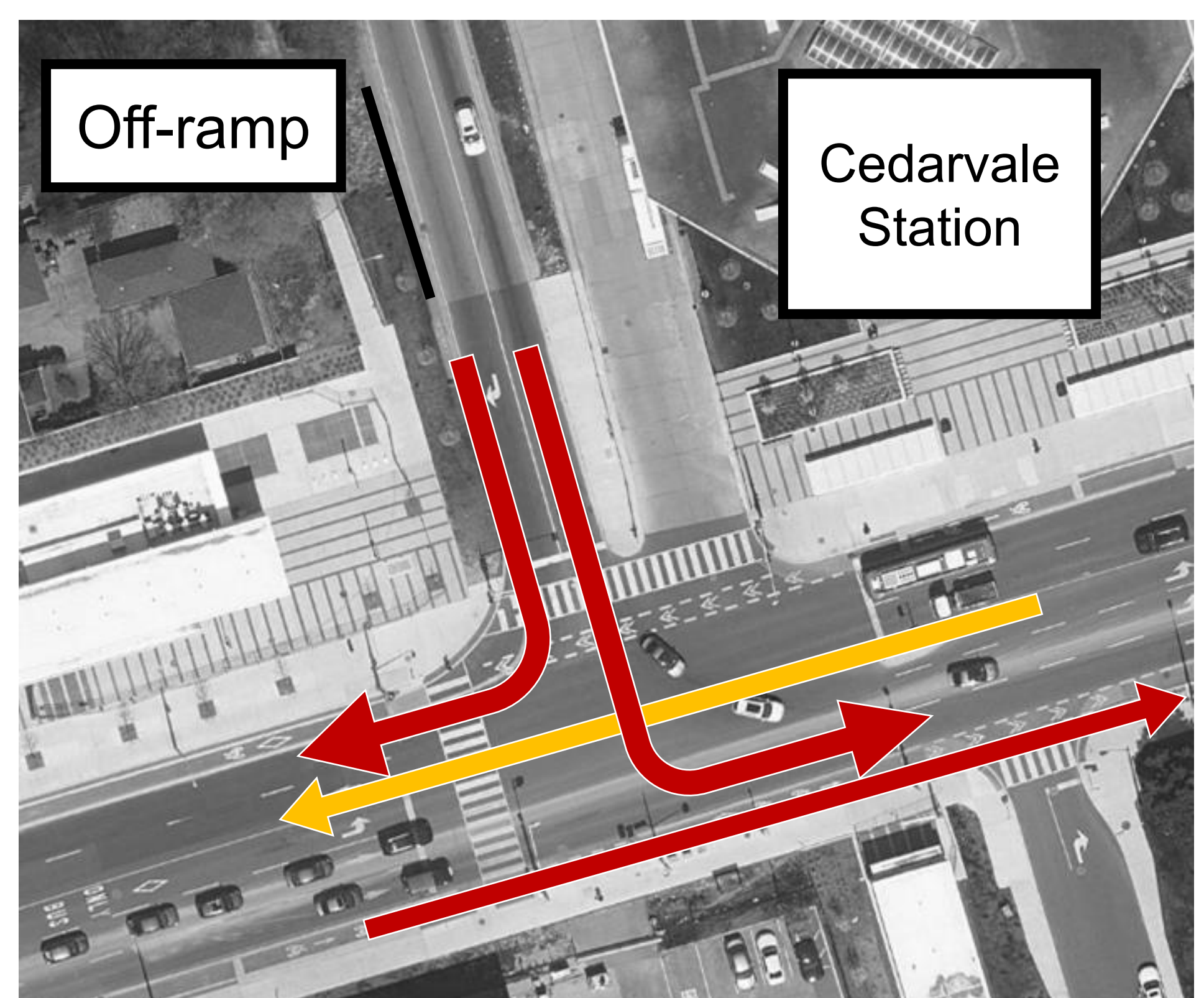
Delay (sec/veh)

A	10 or less
B	10 to 20
C	20 to 35
D	35 to 55
E	55 to 80
F	Over 80

On-ramp	A.M. peak	P.M. peak
Eastbound Left-turns	658	649
Westbound right-turns	1,638	1,526
Pedestrians (north side)	93	85
Pedestrians (east side)	63	34



Off-ramp	A.M. peak	P.M. peak
Southbound left-turns	612	665
Southbound right-turns	680	819
Pedestrians (north side)	147	78
Pedestrians (west side)	231	88



Traffic counts collected on March 24, 2026

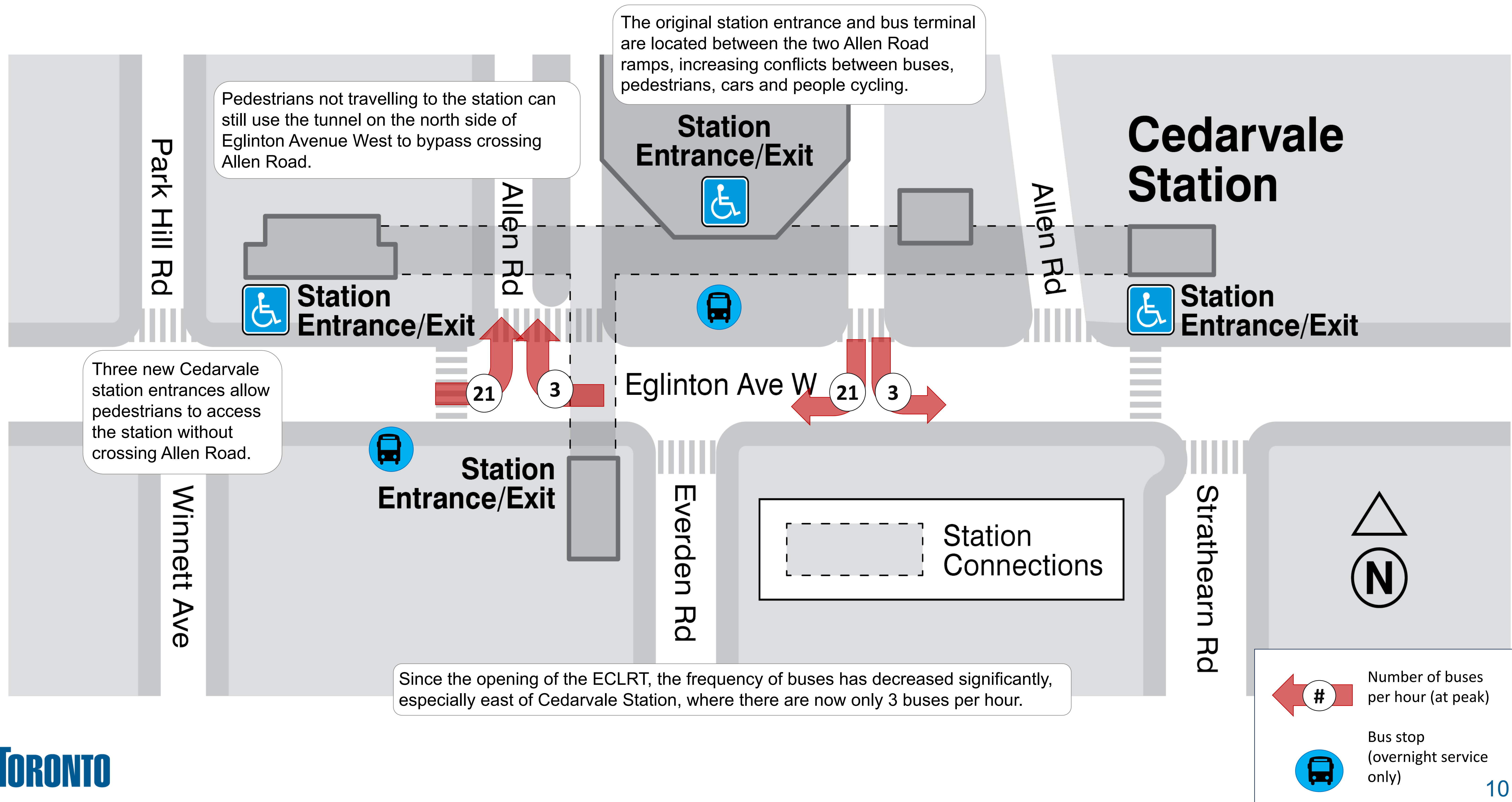
Graphics demonstrating level of service at on-ramp (afternoon peak) and off-ramp (morning peak)

Notes

- "A.M. Peak" refers to the hour that measured the heaviest traffic between 7:30 am and 12 pm, and "P.M. Peak" refers to the hour with the heaviest traffic between 1 pm and 6 pm. The peak hour can change slightly day to day. On March 24, 2026 the A.M. peak was 8 am – 9 am and the P.M. peak was 4 pm – 5 pm.
- When an intersection becomes oversaturated, the observed traffic volumes may be lower than the actual demand because vehicles are unable to enter the intersection.

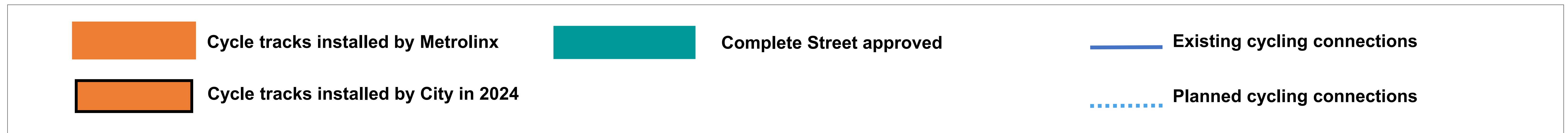
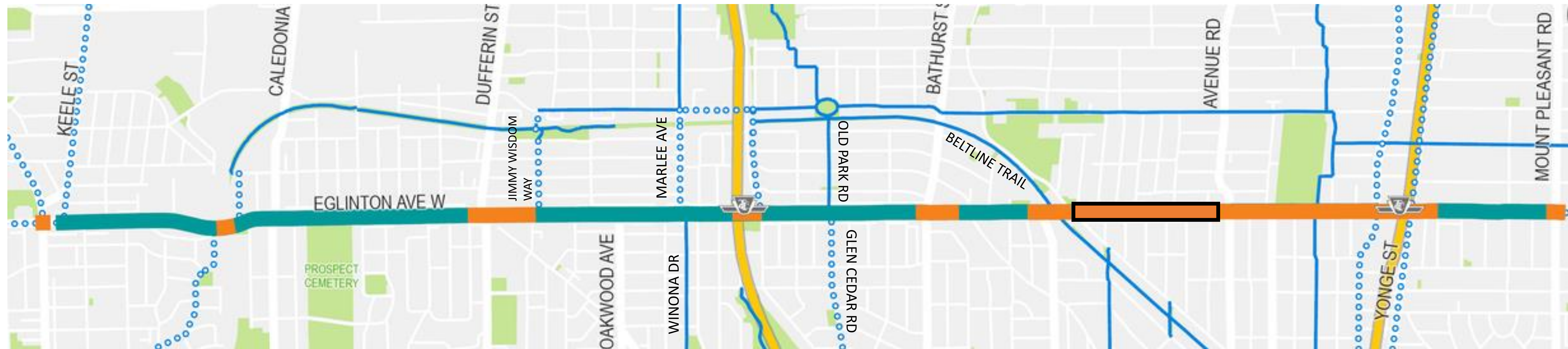
Transit Access to Cedarvale Station

The intersection of Allen Road and Eglinton Avenue West is the location of a major transit interchange, with access to five bus routes (34, 63A, 90, 109 and 164), Line 1 and the newly-opened ECLRT (Line 5).



Cycling Connections

Eglinton Avenue West is identified as a major city-wide cycling route that connects to existing and planned cycling routes.



EglintonTODay Complete Street was approved by Toronto City Council in 2023 to provide 19 km of continuous cycling and pedestrian infrastructure from Mount Pleasant Road to Bicknell Avenue. 11km has already been constructed. The City is now unable to complete the installation of the EglintonTODay Complete Street project as a result of changes to the Provincial Highway Traffic Act.

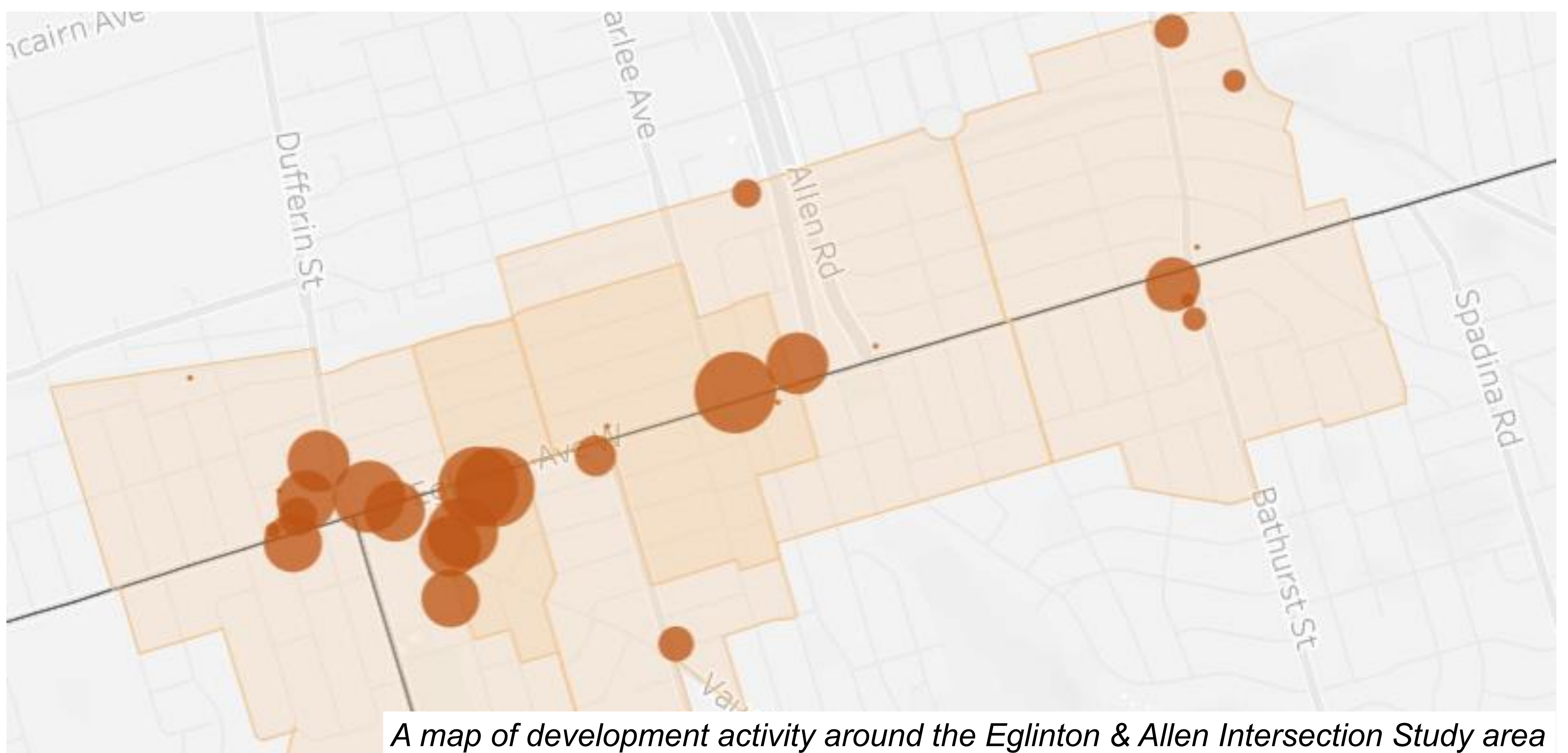
Planned Growth

The City's Official Plan directs growth to corridors like Eglinton Avenue West because one of the main goals of the Plan is to encourage development in areas that both support transit ridership and provide convenient access to the daily amenities people need, like grocery stores and schools. There are currently 29 developments in the development pipeline near the study area. This includes:

- 13 projects under review
- 8 actively being built
- 8 recently completed

Current nearby planning studies underway:

- Growing Marlee-Glencairn Study to guide future growth in the Marlee-Glencairn corridor north of the intersection.
- Little Jamaica and Oakwood Vaughan Planning Framework and Cultural Heritage Resource Assessment



A map of development activity around the Eglinton & Allen Intersection Study area

The City requires development applications to include transportation demand management plans to mitigate the impacts of additional population on the transportation network. Many of the developments in this area will have lower amounts of parking and a higher reliance on transit. The increase in development in this area is aligned with provincial policy to increase density around major transit station areas (P/MTSAs).

- ❶ Learn more about active developments at toronto.ca/DevelopmentPipeline
- ❷ Learn more about the Growing Marlee-Glencairn Study at toronto.ca/Growing-Glencairn
- ❸ Learn more about the Little Jamaica and Oakwood Vaughan Planning Study by emailing LJOV.Planning.Framework@toronto.ca

Intersection Redesign Process

Preliminary Work

Winter 2026 - Spring 2026

- Analyze existing conditions
- Review previous reports and data
- Data collection
- Begin developing traffic model
- Identify problems and opportunities

Long List, High Level Screening and Data Collection

Mid 2026

- Identify long list of potential improvements
- Finalize Stage 1 screening
- Initial screening of long list
- Test and validate traffic model
- Collect public feedback on opportunities and existing conditions

WE ARE HERE

Public Feedback

Short List and Detailed Evaluation

Late 2026-Early 2027

- Finalize Stage 2 evaluation criteria
- Conduct detailed evaluation of short-listed options
- Collect public feedback on options

Public Feedback

Preferred Alternative + Neighbourhood Mobility Strategy

2027

- Identify the preferred option(s)
- Bring preferred option(s) to 10% design
- Outline next steps for the alternative(s)
- Finalize Neighbourhood Mobility Strategy

Public Feedback

Allen Road Individual Environmental Assessment (EA)

The City was directed to undertake an Individual EA study in 2010 to address the state-of-good-repair, transportation function and urban design for Allen Road. The study Terms of Reference was completed in 2014 but was not advanced due to provincial concerns that the alternatives were too broad to be implemented without further land use planning, as well as the need for critical investments in infrastructure elsewhere in the city. An initial review has been done of the previous study work to determine what can be carried forward to be considered as part of the current study.

Summary of Individual EA Study Alternatives (2014)	What is being considered in Eglinton & Allen Study?
<p>Enhance Make operational changes with minor physical improvements within the right-of-way</p>	<p>Measures such as traffic signal optimization will be incorporated into various redesign improvements</p>
<p>Modify Make operational changes with major physical improvements to streetscape, traffic operations or infrastructure</p>	<p>Various ramp reconfiguration redesigns are being considered</p>
<p>Transform: Reconfigure to an Arterial Eliminate expressway function and replace with conventional urban street</p>	<p>Not being considered - cost and timeline for implementation is beyond the scope of this project</p>
<p>Transform: Tunnel or Deck Retain expressway function with a below grade facility (tunnel or deck) and use newly created lands for other purposes (e.g. open space, new streets)</p>	<p>Not being considered as reconfiguring the entire expressway is beyond the scope of this project. Improvement 1a (active transportation bridge) applies a similar concept on a much smaller scale</p>
<p>Transform: Remove Close and remove expressway without replacing it with another high-capacity roadway, moving traffic to other streets in the overall network</p>	<p>Being considered as part of Improvements 7a & 7b, applied to only a section of the expressway.</p>

Stage 1 - High-Level Screening Categories

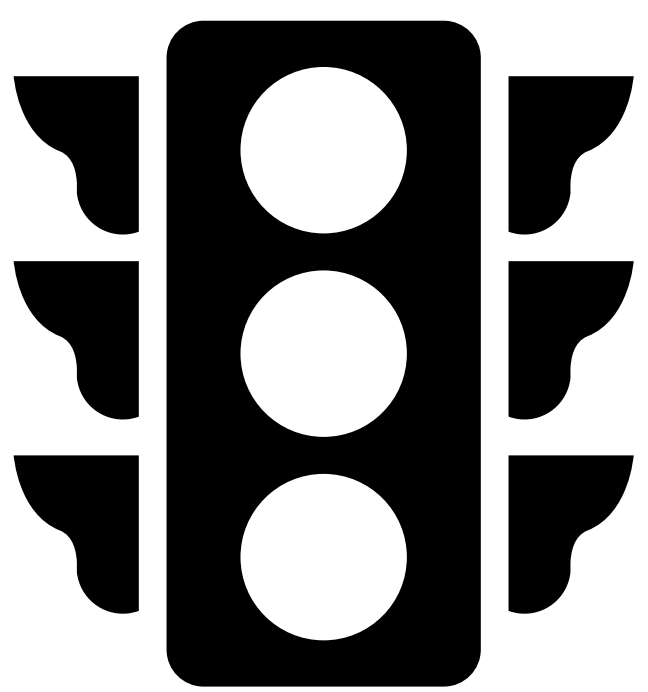
High-Level Screening will filter the long list of potential improvements into a short list for further detailed evaluation. The screening will determine if the concept is feasible, supports the project goals, and if there are any major risks.

POLICY AND PLANNING REQUIREMENTS



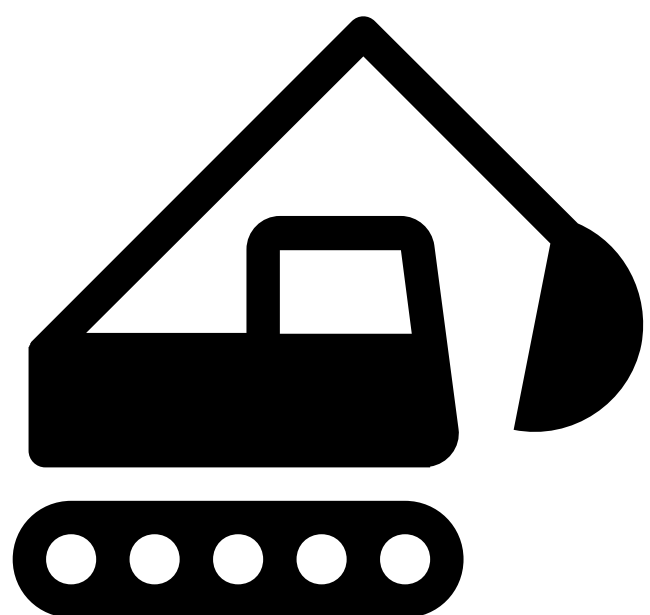
Does the improvement align with City and other related government policies, programs and legislation, such as Vision Zero Road Safety Plan, the Cycling Network Plan, Official Plan, eglintonTOday Complete Street, Congestion Management Plan and the Access for Ontarians with Disabilities Act?

INTERSECTION OPERATIONS



Does the improvement enhance traffic operations at Eglinton Avenue West and Allen Road? Can buses easily enter and leave the terminal? Does the improvement maintain or improve safety, comfort, connectivity, and accessibility for all road users?

CONSTRUCTABILITY AND EASE OF IMPLEMENTATION



Does the improvement fit within existing and planned infrastructure? Are there potential impacts to property and utilities? Are the expected timelines, costs, and risks manageable?

Potential Improvements

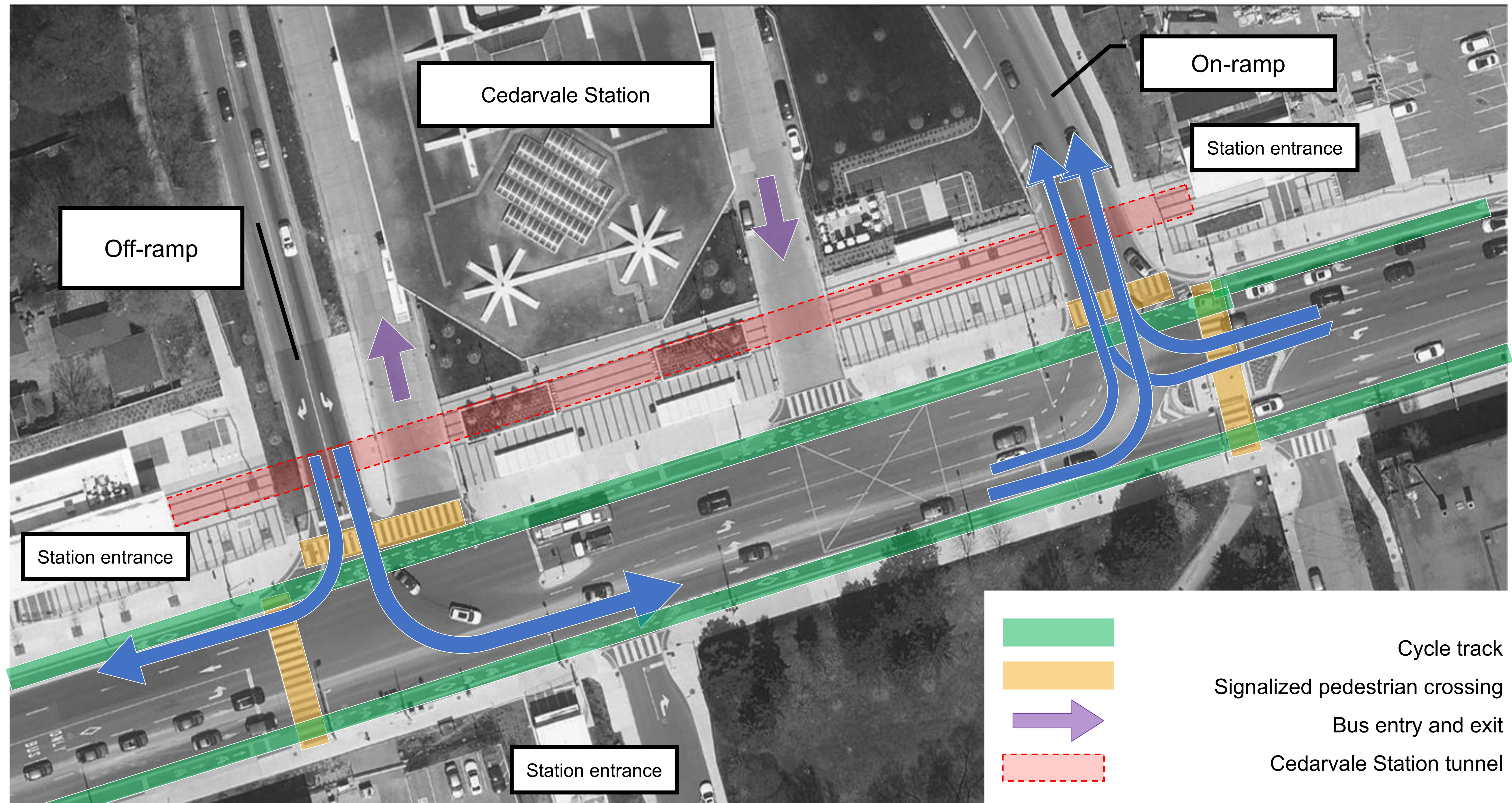
Potential improvements include modifications to cycling and pedestrian crossings and redesign of the roadway, intersection and ramps. Improvements that meet Stage 1 screening criteria will be organized into a list of potential options and presented to the public with opportunity to comment at a future consultation.

Improvements could be combined, sequenced for implementation at different times, or introduced as trials prior to full implementation.

Designs presented are preliminary mock-ups provided for illustrative purposes only. Final locations, alignments, and design details will be determined at a later stage.

	Improvement	Descriptions
1	Adjust pedestrian and cycling crossings at ramps (maintain existing two-lane on-ramp)	A. Replace on-ramp crossings with pedestrian and cycling bridge
		B. Close on and off-ramp pedestrian and cycling crossings, require pedestrians to use Cedarvale Station tunnel, keep cycling on north and south sides
		C. Close on and off-ramp pedestrian and cycling crossings, require pedestrians to use Cedarvale Station tunnel, move cycling to south in two-way format
		D. Modify on-ramp pedestrian and cycling crossings to diagonal design
2	Three-lane on-ramp	A. Maintain existing pedestrian and cycling crossings
		B. Move north-south pedestrian crossing to west of on-ramp
		C. Close north-south pedestrian crossing east of on-ramp
3	Four-lane on-ramp	A. Maintain existing pedestrian and cycling crossings
		B. Move north-south pedestrian crossing to west of on-ramp
		C. Close north-south pedestrian crossing east of on-ramp
4	Close on-ramp access from one direction	A. Allow westbound-only vehicular access, close on and off-ramp crossings
		B. Allow eastbound-only vehicular access, close on and off-ramp crossings
5	Eastbound on-ramp interchange	Maintain existing pedestrian crossings and cycling on north and south sides.
6	Roundabout	Close on-ramp crossings, require pedestrians to use Cedarvale Station tunnel, move cycling to south in two-way format
7	Partial or full closure of Allen Road from Eglinton Avenue West to Lawrence Avenue West.	A. Close Allen Road northbound between Eglinton Avenue West and Lawrence Avenue West, maintain current pedestrian and cyclist crossings
		B. Close Allen Road in both directions between Eglinton Avenue West and Lawrence Avenue West, maintain current pedestrian and cyclist crossings

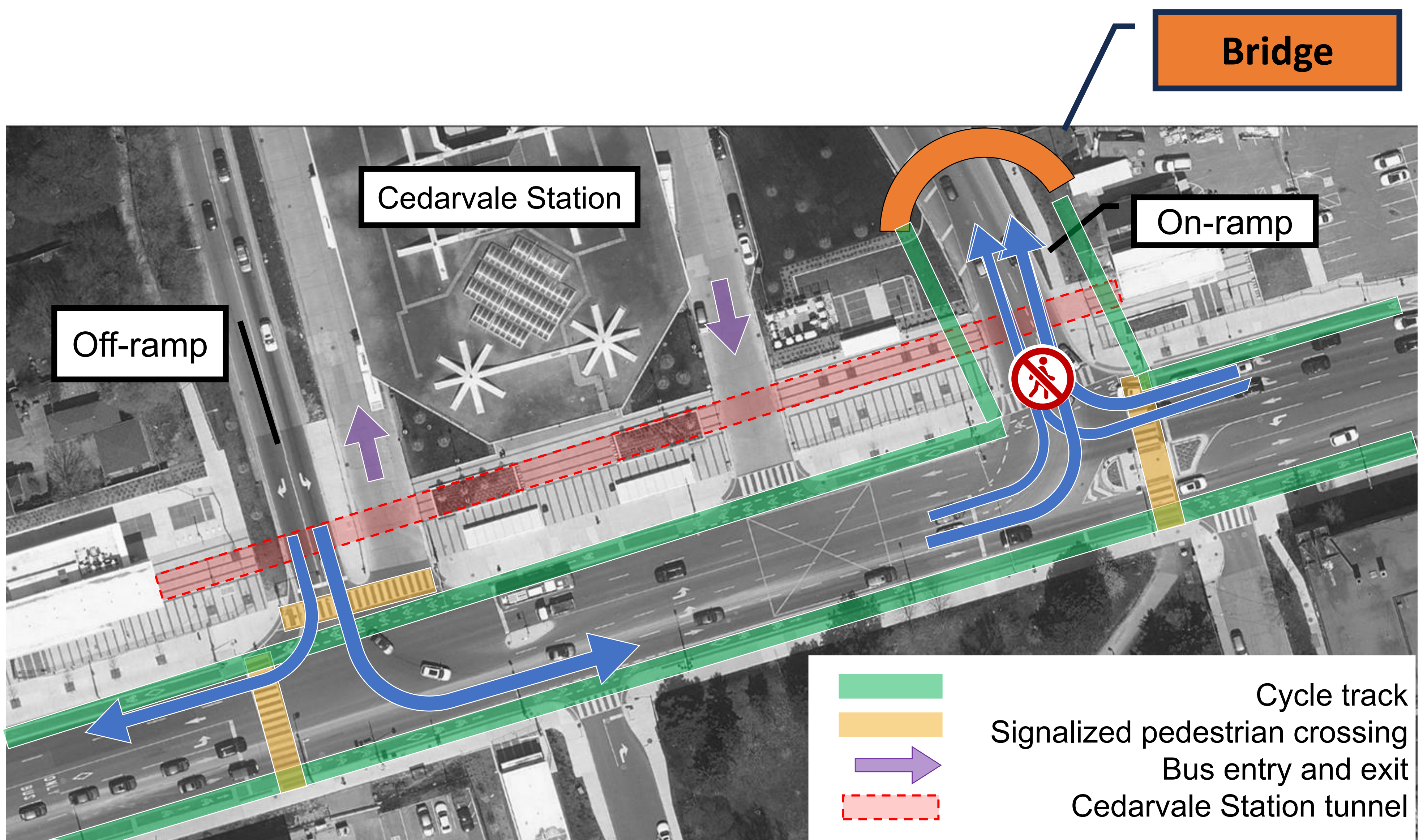
Existing Design



1a

Pedestrian and Cycling Bridge

- Add bridge for pedestrians and people cycling that crosses the on-ramp
- Close the on-ramp street-level crossing to pedestrians and people cycling



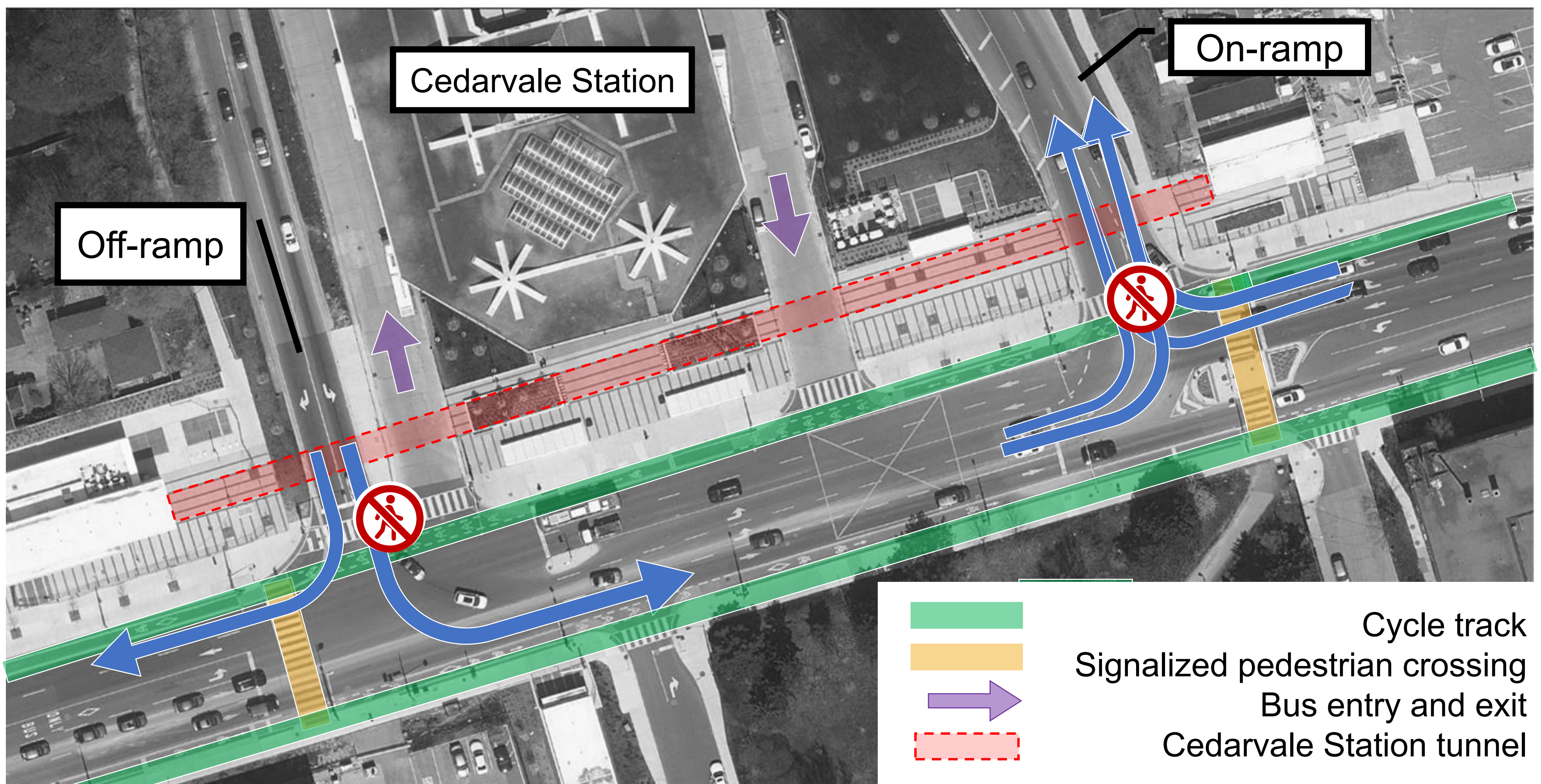
Preliminary Considerations

- Allows more time for vehicles to turn onto Allen Road on-ramp
- Reduces conflict between vehicles and vulnerable road users at the on-ramp, but increases crossing distance and reduces convenience for pedestrians and people cycling
- Risk of pedestrians ignoring the crossing closure and attempting unsafe crossings
- Requires construction of new elevated structure
- Possible impacts to property and/or new station entrance

1b

Cedarvale Station Tunnel

- Keep existing accessible fare-free underground tunnel on north side of Eglinton Avenue West open at all times (currently closed overnight)
- Close pedestrian crossing at on and off-ramps, requiring pedestrians to use the tunnel to access Cedarvale Station or travel along north side of Eglinton Avenue West
- Maintain existing cycle tracks on north and south sides of Eglinton Avenue West



Preliminary Considerations

- Removal of pedestrian crossing enables a shorter cycling signal to cross Allen Road ramps, allowing more time for vehicles to turn onto or off Allen Road
- Reduces conflict between vehicles and pedestrians at the Allen Road ramps, but increases crossing distance and reduces convenience for pedestrians
- Risk of pedestrians ignoring the crossing closure and attempting unsafe crossings
- No construction required
- No impacts to properties, utilities or natural environment

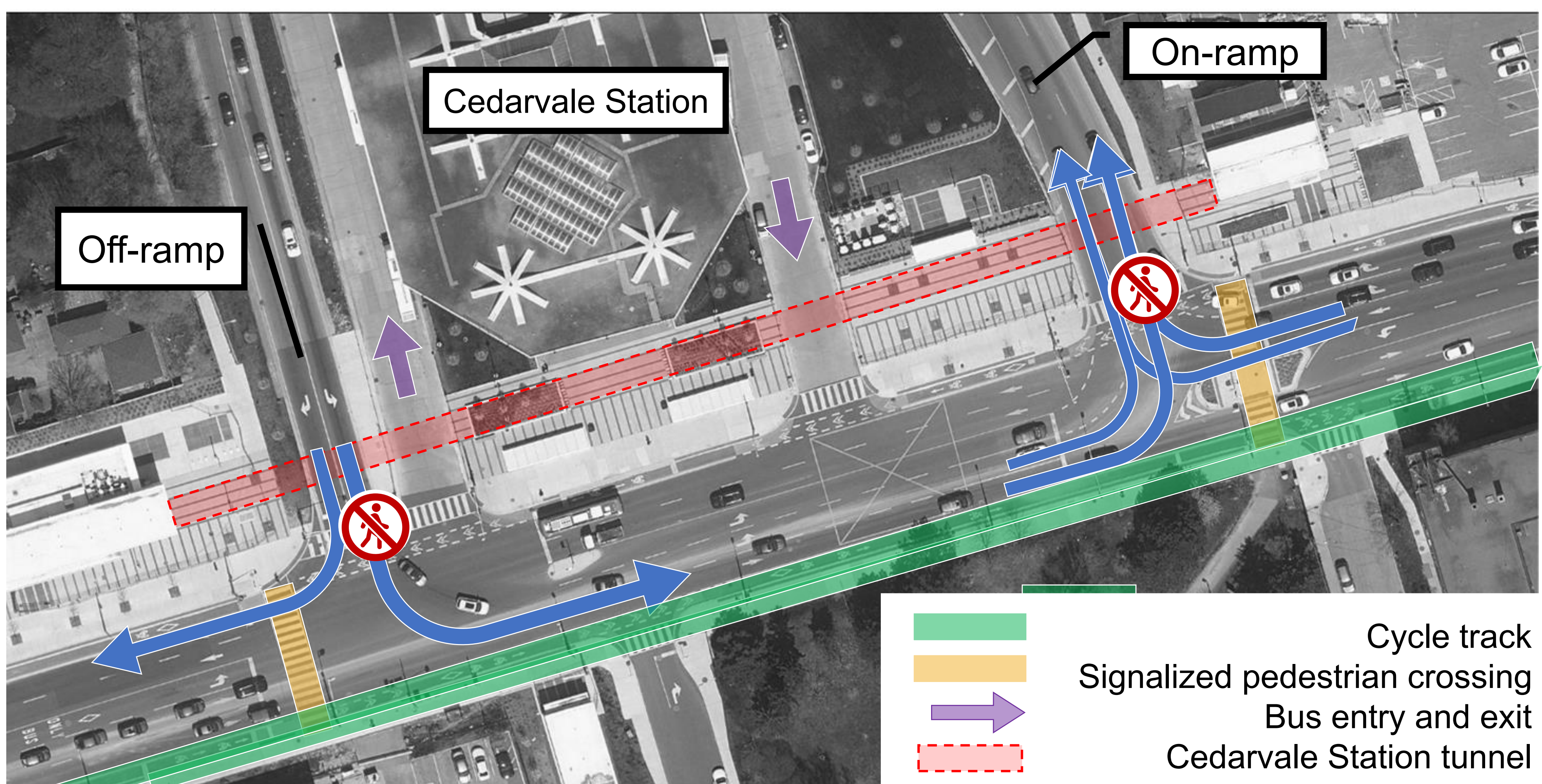
1c

Cedarvale Station Tunnel + South Side Cycle Track

- Keep existing accessible fare-free underground tunnel on north side of Eglinton Avenue West open at all times (currently closed overnight)
- Close crossings for pedestrians and people cycling at both Allen Road ramps. Require pedestrians to use station tunnel to access Cedarvale Station or travel along north side of Eglinton Avenue West
- Relocate north cycle track to two-way format on south side of Eglinton Avenue West, for a short segment around the intersection



Example of a two-way cycle track



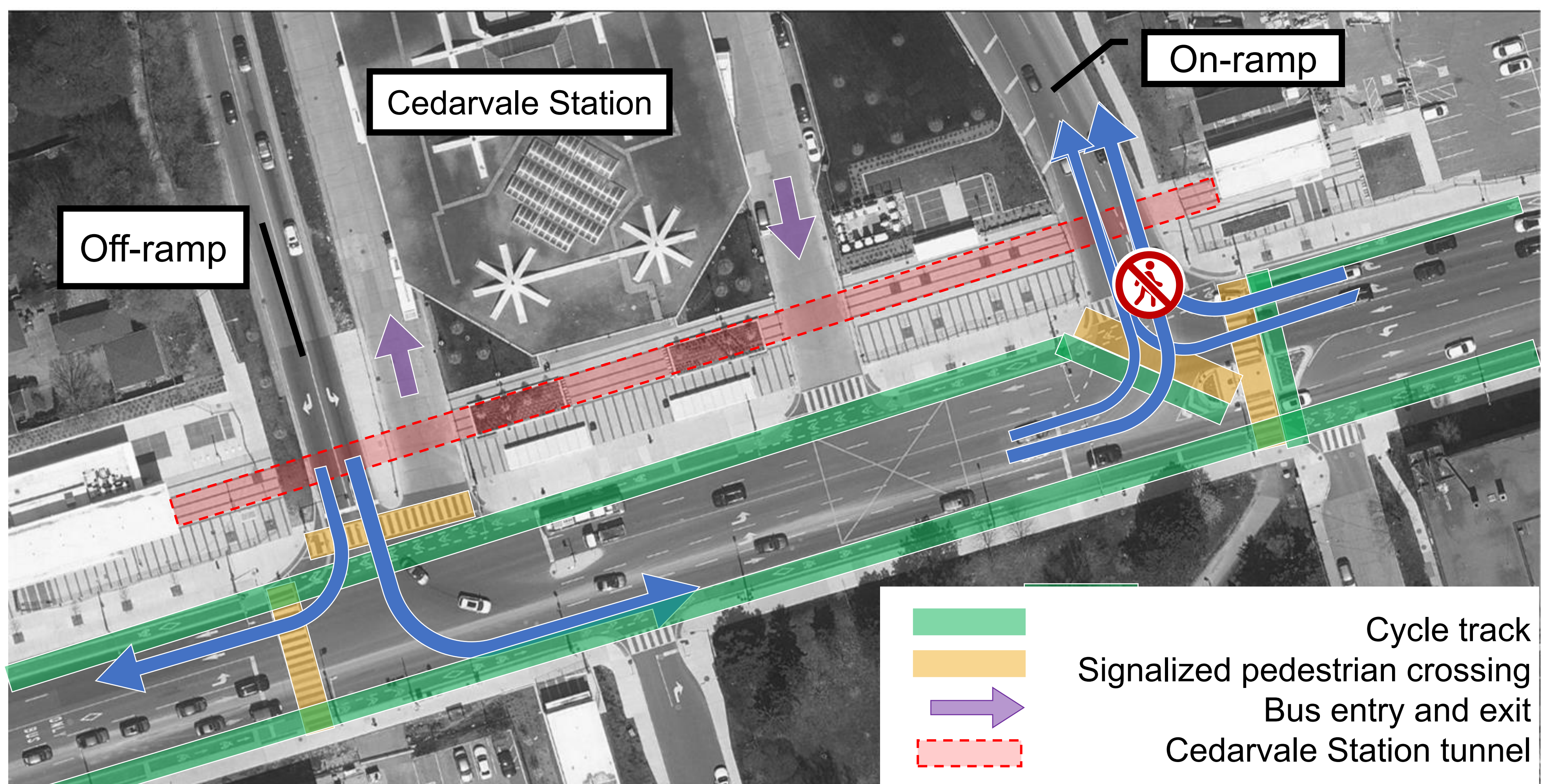
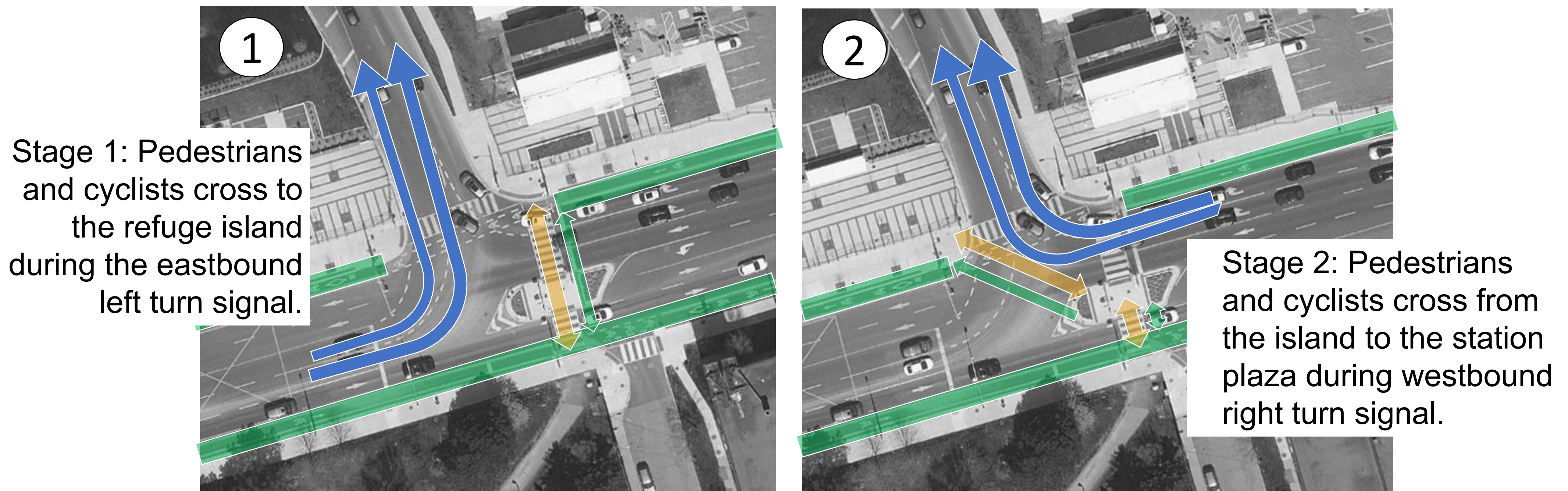
Preliminary Considerations

- Removing pedestrian and cycling crossings allows for more time for vehicles to turn onto and off Allen Road
- Reduces conflict between vehicles and vulnerable road users at the Allen Road ramps, but increases crossing distance and reduces convenience for pedestrians, and reduces access to Cedarvale Station for people cycling
- Risk of pedestrians ignoring the crossing closure and attempting unsafe crossings
- Increases cycling distance by adding two necessary crossing points to the opposite side of the road. Risk of people continuing to cycle along most direct path
- Some road reconstruction required to move existing cycle track to south side of Eglinton Avenue West. May require expanding roadway, potentially impacting properties and Ben Nobleman Park on south side of Eglinton Avenue West

1d

Diagonal Crossing

Change pedestrian and cyclist crossing at the on-ramp to a diagonal design via the existing centre refuge island on the east side of the intersection, using a two-stage signal



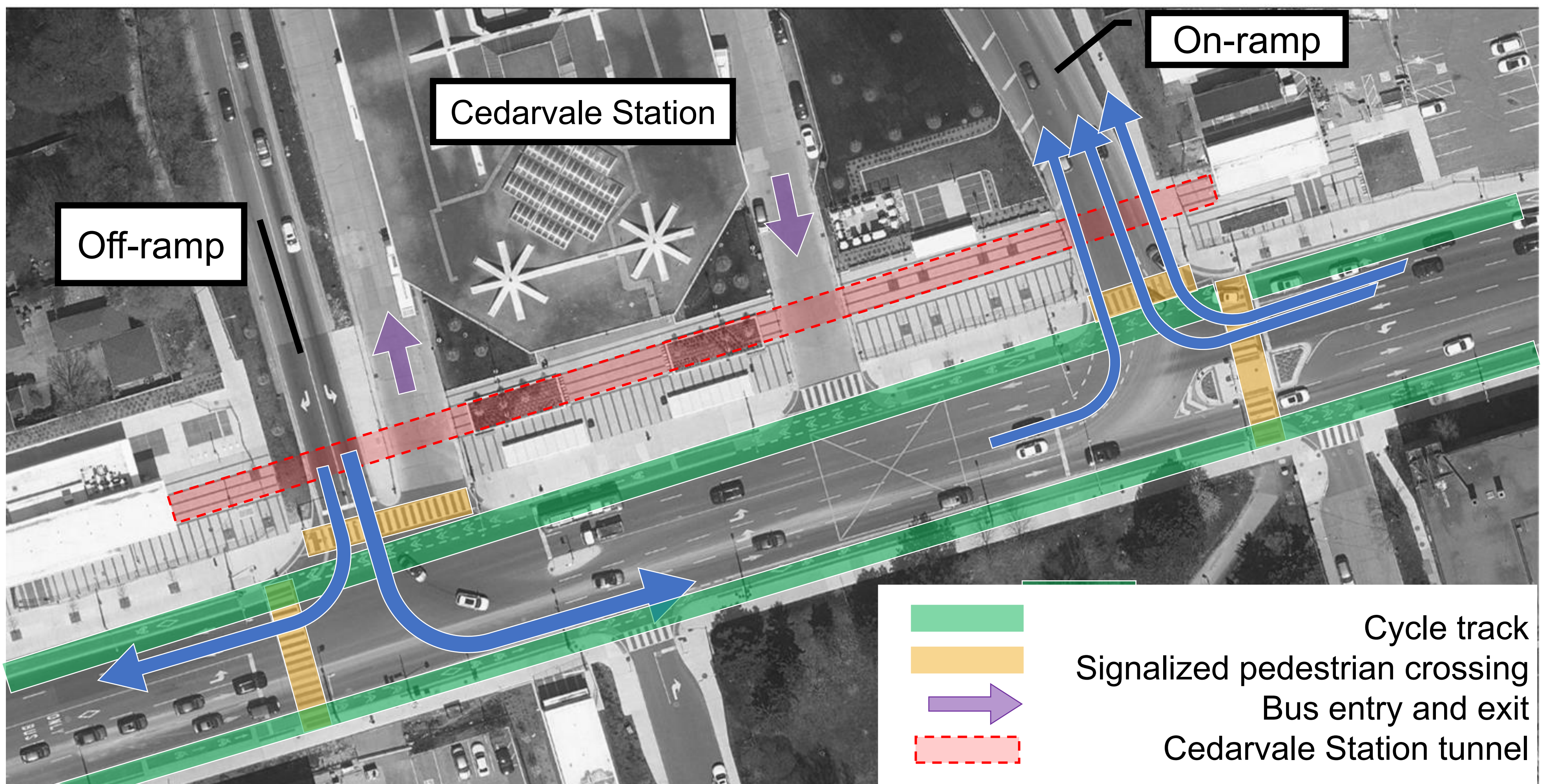
Preliminary Considerations

- Provides similar operational benefit as closing the street-level crossing at on-ramp for pedestrians and people cycling. Allows more time for vehicles to turn onto Allen Road
- Moves the pedestrian and cycling crossing away from the most direct path people want to take, which makes crossing the on-ramp longer for pedestrians. Adding a median refuge also reduces capacity (not all pedestrians may fit)
- Minor construction required, limited to on-ramp intersection roadway
- No property or utility impacts anticipated

2a

Three-Lane On-Ramp – Maintain Crossings

- Remove one eastbound left-turn lane at the on-ramp and convert the intersection to a three-lane on-ramp
- Maintain existing pedestrian and cycling crossings



Preliminary Considerations

- Allows vehicles to turn eastbound-left and westbound-right at the same time onto Allen Road
- All existing connections maintained for pedestrians, people cycling and accessing transit
- The on-ramp crossing for pedestrians and people cycling would occur at the same time as through travel along Eglinton Avenue West
- May be possible to accommodate this design in existing roadway or with minor widening, avoiding impacts to properties or utilities (further investigation required)

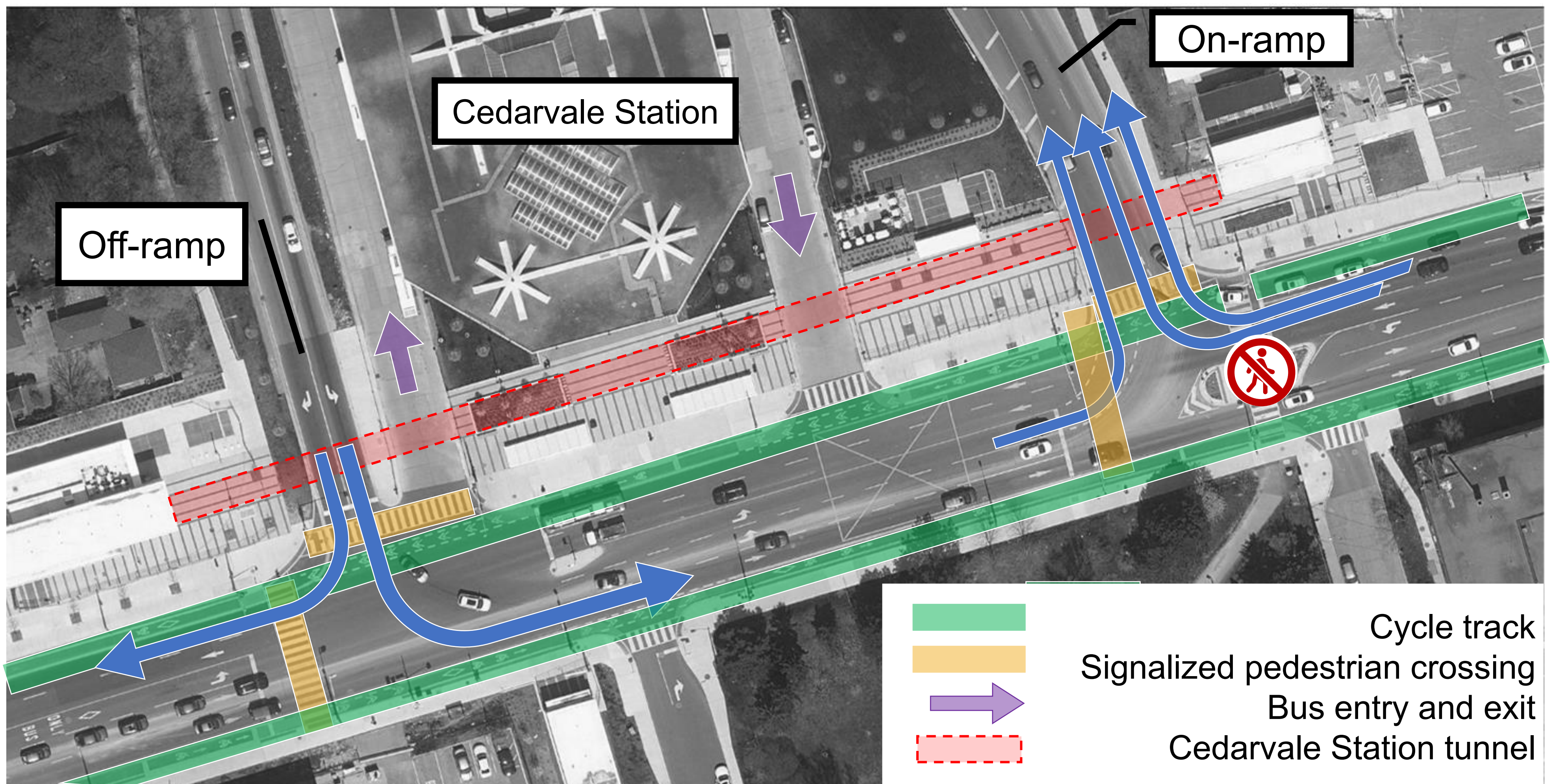


Permitted movements during the through-phase for traffic, demonstrating when pedestrians and people cycling can cross the on-ramp

2b

Three-Lane On-Ramp + Move North-South Crossing

- Remove one eastbound left-turn lane at the on-ramp and convert the intersection to a three-lane on-ramp
- Maintain on-ramp pedestrian and cycling crossings
- Move north-south pedestrian crossing to west side of on-ramp. Pedestrians cross north-south in a separate phase with vehicles making westbound right-turns



Preliminary Considerations

- Allows vehicles to turn eastbound-left and westbound-right at the same time onto Allen Road
- The on-ramp crossing for pedestrians and people cycling would occur at the same time as vehicle through travel along Eglinton Avenue West
- Moving north-south pedestrian crossing to west side of on-ramp allows more time for westbound right turning vehicles, but reduces connectivity to Beltline Trail (which has a connection point just east of the on-ramp)
- May be possible to accommodate this design in existing roadway or with minor widening, avoiding impacts to properties or utilities (to be determined at design stage)

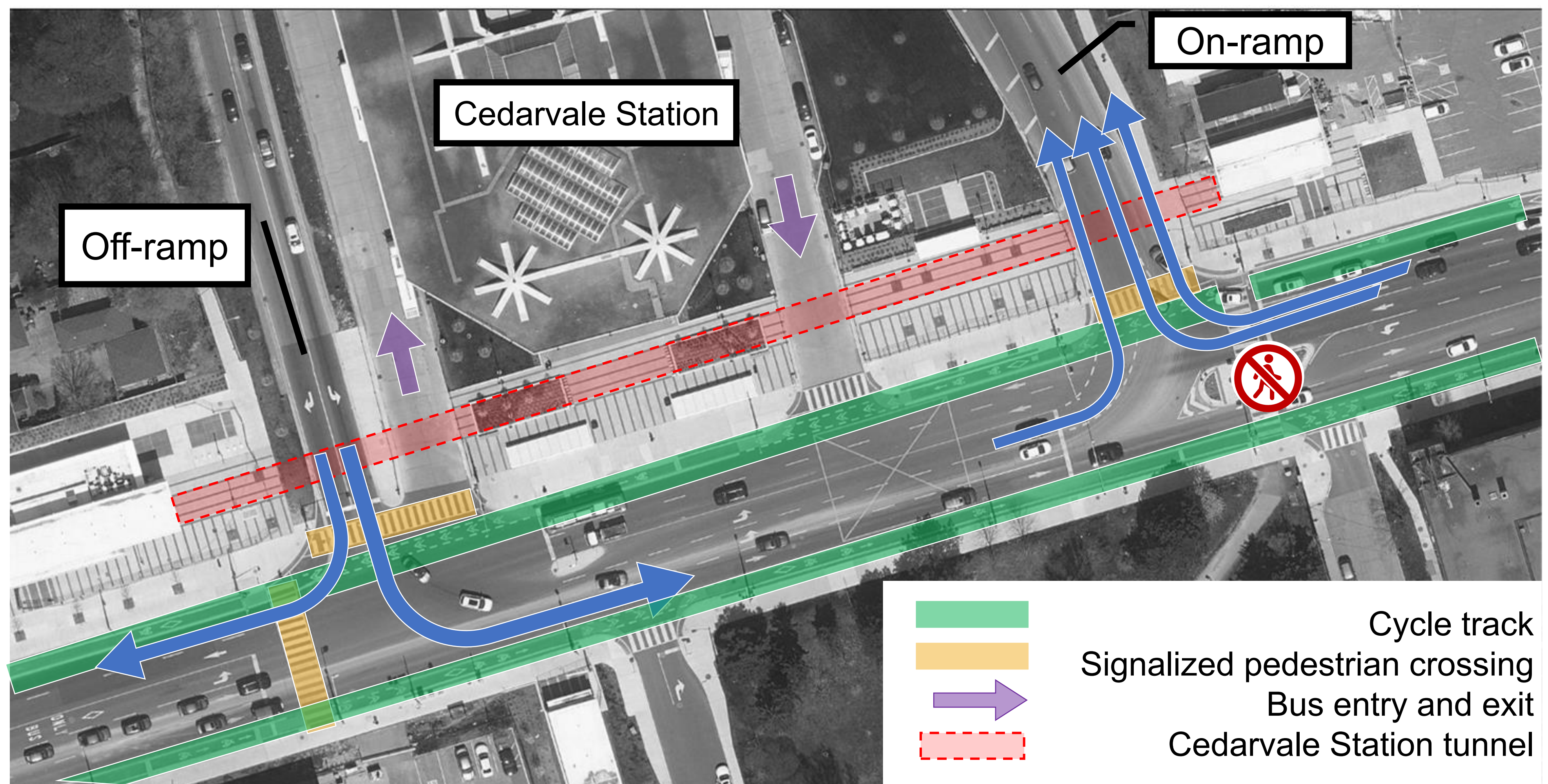


Permitted movements during the through-phase for traffic, demonstrating when pedestrians and people cycling can cross the on-ramp

2c

Three-Lane On-Ramp + Remove North-South Crossing

- Remove one eastbound left-turn lane at the on-ramp and convert the intersection to a three-lane on-ramp
- Maintain existing on-ramp pedestrian and cycling crossing
- Remove north-south pedestrian crossing



Preliminary Considerations

- Allows vehicles to turn eastbound-left and westbound-right at the same time onto Allen Road
- The on-ramp crossing for pedestrians and people cycling would occur at the same time as through travel along Eglinton Avenue West
- Increases time for vehicles to turn onto Allen Road, but reduces connectivity for pedestrians to cross north-south
- May be possible to accommodate this design in existing roadway or with minor widening, avoiding impacts to properties or utilities

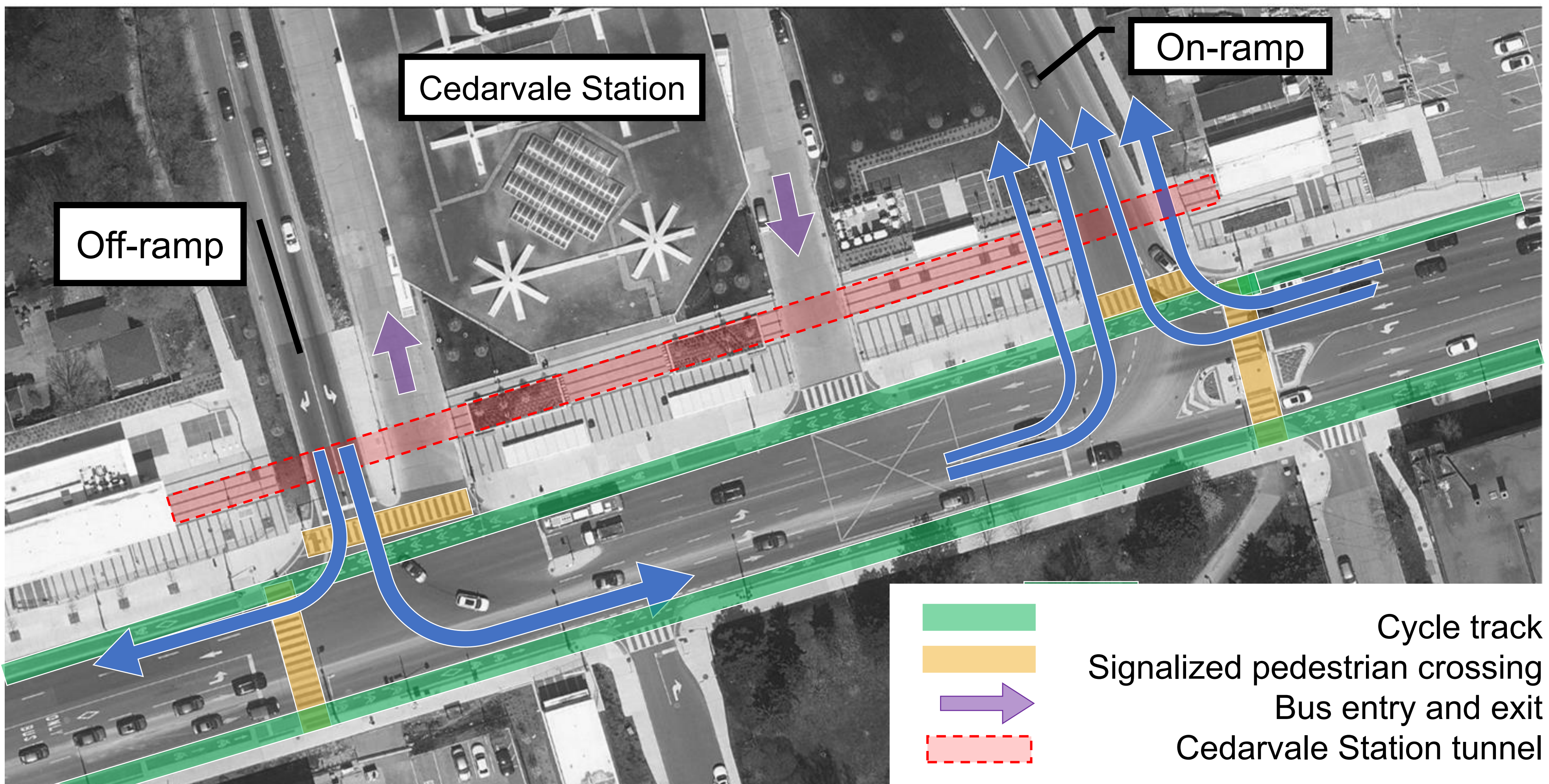


Permitted movements during the through-phase for traffic, demonstrating when pedestrians and people cycling can cross the on-ramp

3a

Four-Lane On-Ramp + Maintain Crossings

- Rebuild the intersection to a four-lane on-ramp with two eastbound-left and two westbound-right lanes
- Maintain existing on-ramp pedestrian and cycling crossings



Preliminary Considerations

- Allows vehicles to turn eastbound-left and westbound-right at the same time onto Allen Road, improving capacity of the on-ramp
- The on-ramp crossing for pedestrians and people cycling would occur at the same time as through travel along Eglinton Avenue West
- All existing connections maintained for pedestrians, people cycling and accessing transit; however crossing distance at the on-ramp is increased
- Requires widening of on-ramp. Potential impacts to property and utilities

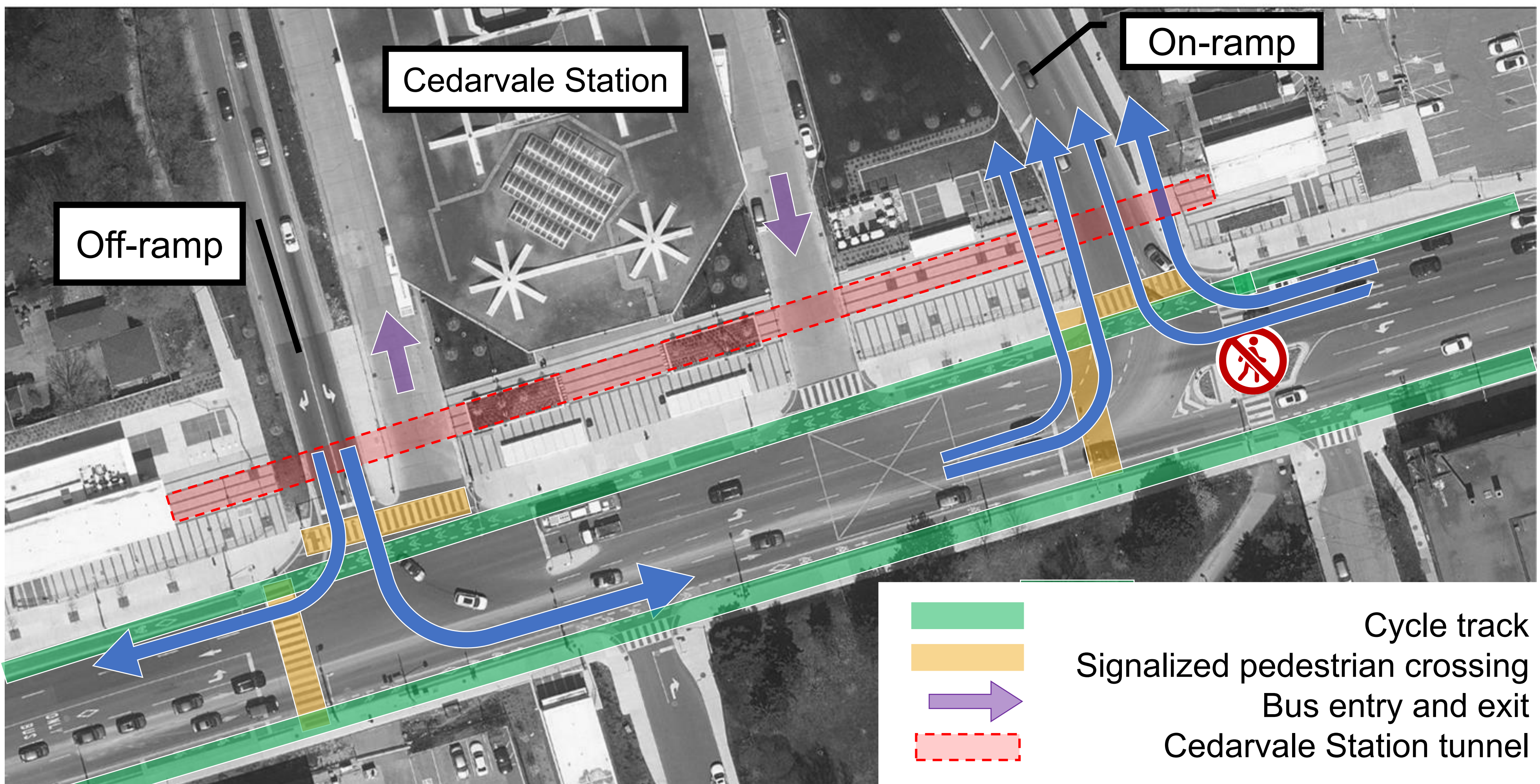


Permitted movements during the through-phase for traffic, demonstrating when pedestrians and people cycling can cross the on-ramp

3b

Four-Lane On-Ramp + Move North-South Crossing

- Rebuild the intersection to a four-lane on-ramp with two eastbound-left and two westbound-right turns
- Maintain existing on-ramp pedestrian and cycling crossing
- Move north-south pedestrian crossing to west side of on-ramp. Pedestrians cross north-south in a separate phase with westbound-right vehicles



Preliminary Considerations

- Allows vehicles to turn eastbound-left and westbound-right at the same time onto Allen Road, improving capacity of the on-ramp
- The on-ramp crossing for pedestrians and people cycling would occur at the same time as through travel along Eglinton Avenue West
- Moving north-south pedestrian crossing to west side of on-ramp allows for more time for vehicles making westbound right-turns, but reduces connectivity to new Cedarvale station entrance, and Beltline Trail (which has a connection point just east of the on-ramp)
- Requires widening of on-ramp. Potential impacts to property and utilities

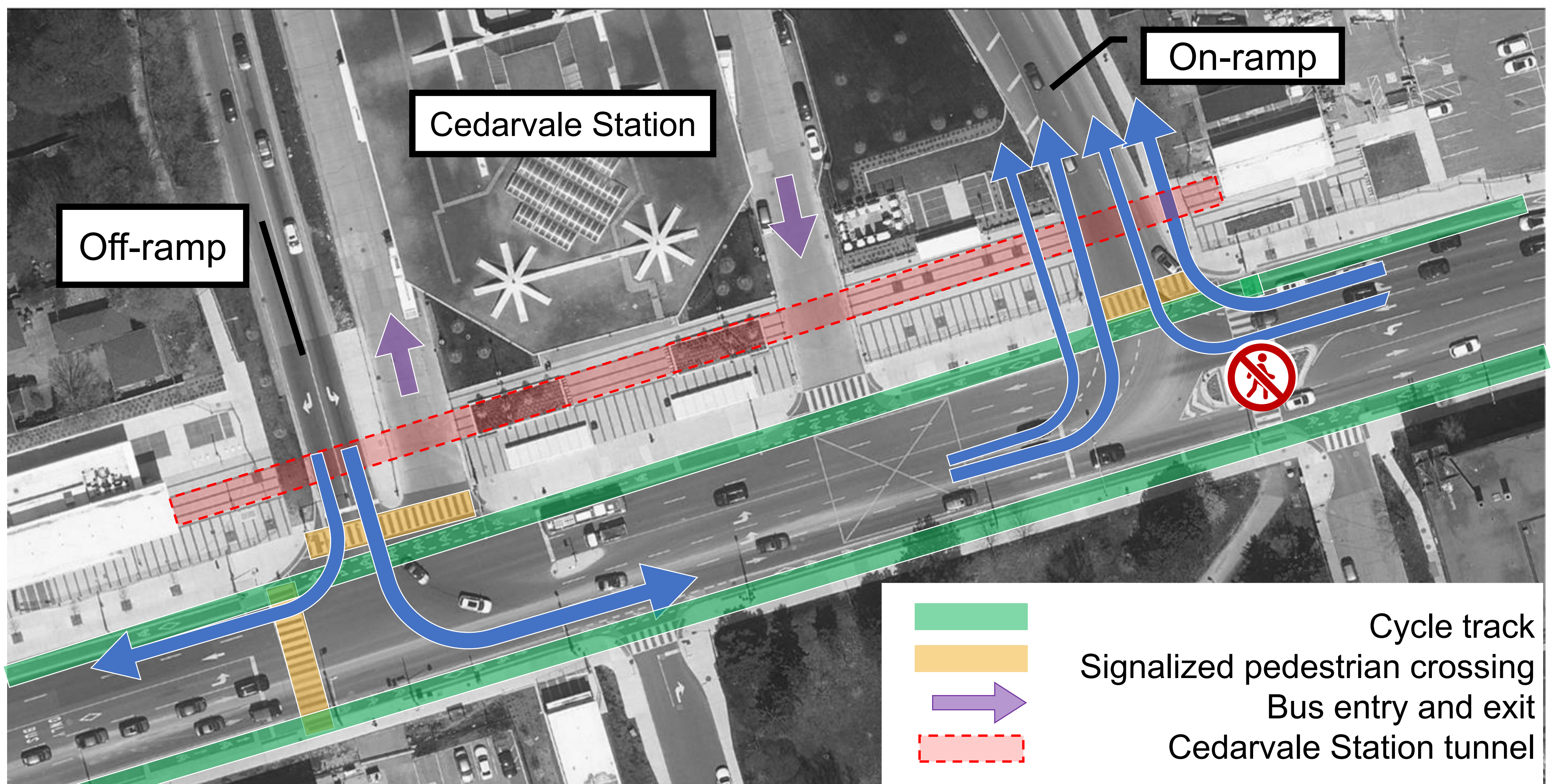


Permitted movements during the through-phase for traffic, demonstrating when pedestrians and people cycling can cross the on-ramp

3c

Four-Lane On-Ramp + Close North-South Crossing

- Rebuild the intersection to a four-lane on-ramp with two eastbound-left and two westbound-right turns
- Maintain existing on-ramp pedestrian and cyclist crossings
- Remove north-south pedestrian crossing



Preliminary Considerations

- Enables simultaneous dual eastbound-left and westbound-right turns, improving capacity of the on-ramp
- The on-ramp crossing for pedestrians and people cycling would occur at the same time as through travel along Eglinton Avenue West
- Removing the street-level north-south pedestrian crossing increases time for vehicles accessing Allen Road, but reduces connectivity for pedestrians to cross north-south
- Requires widening of on-ramp. Potential impacts to property and utilities

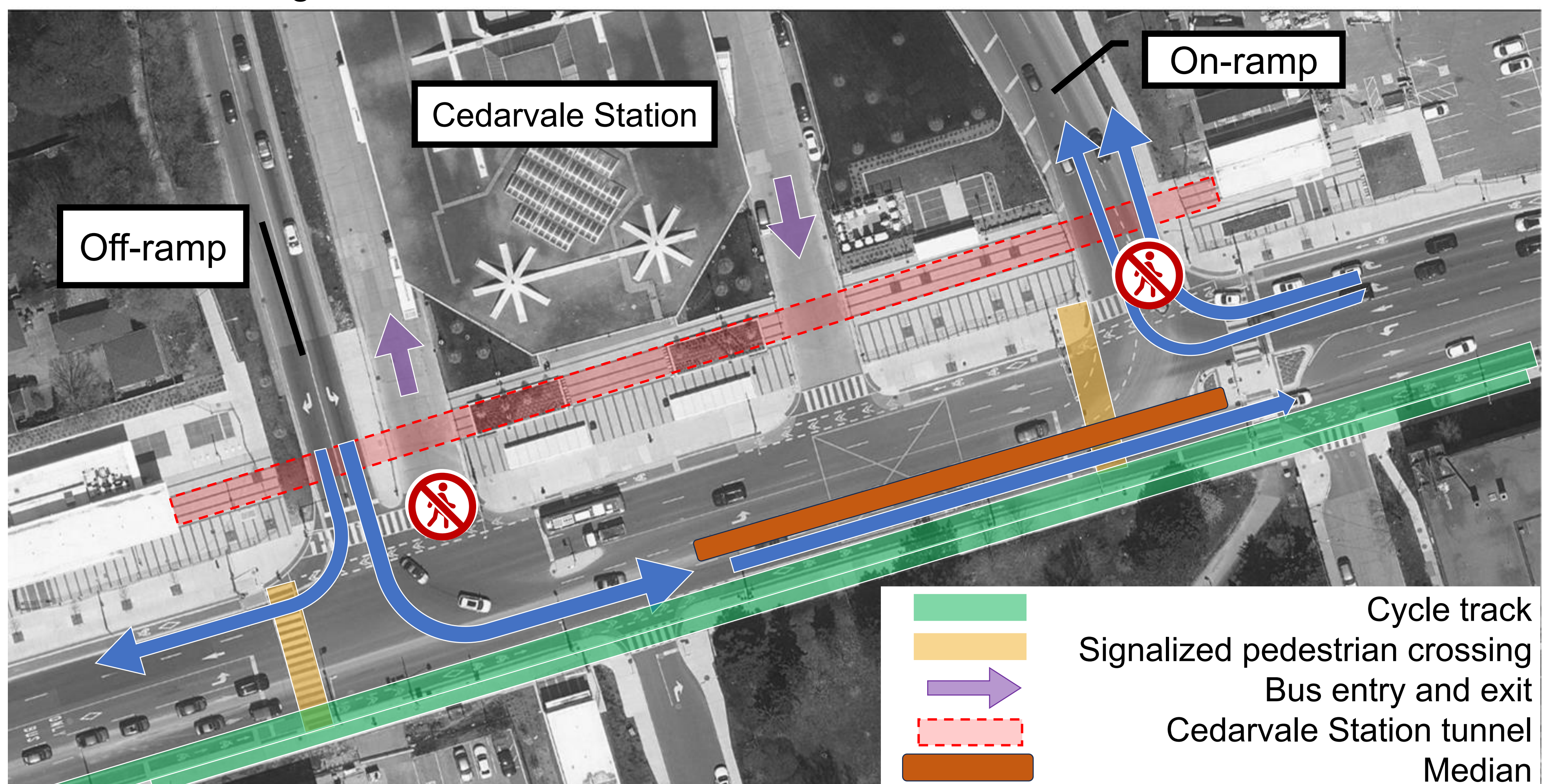


Permitted movements during the through-phase for traffic, demonstrating when pedestrians and people cycling can cross the on-ramp.

4a

Westbound-Only Access

- Remove eastbound access to the on-ramp, only westbound right-turns would be permitted. Eastbound access to the on-ramp could be effectively restricted through the construction of a median
- Relocate north-south pedestrian signal to west of on-ramp
- Close on-ramp and off-ramp crossings, pedestrians would use the Cedarvale Station tunnel
- Relocate north cycle track to two-way format on south side of Eglinton Avenue West, for a short segment around the intersection



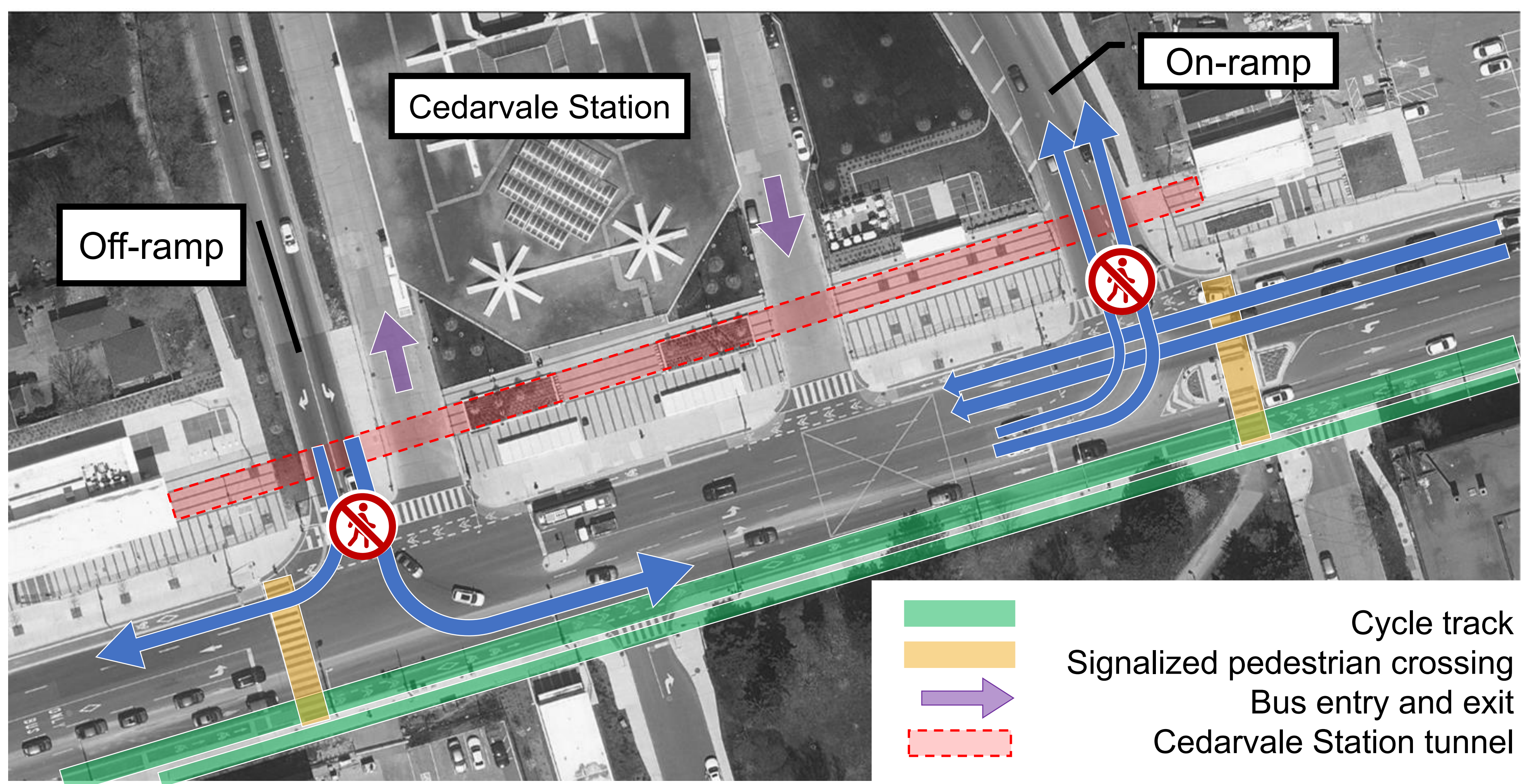
Preliminary Considerations

- Westbound access to Allen Road operates unimpeded. North-south pedestrian crossing at on-ramp can be moved to west side of on-ramp where there would be lower vehicular volumes
- Median must allow buses to enter and exit terminal in both directions
- Restricting eastbound access to Allen Road could reduce traffic and infiltration west of Allen Road, however traffic may divert to westbound access
- Reduces conflict between vehicles and vulnerable road users at the ramps but increases crossing distance and reduces convenience for pedestrians, and increases cycling distance by adding two points when cyclists must cross to the opposite side of the road
- Risk of pedestrians ignoring the on-ramp crossing closure and attempting unsafe crossings
- Two-way cycle track would have to transition to one-way design at either end of intersection
- Relocated north-south pedestrian crossing reduces access to the north side of Eglinton Avenue West east of the ramp
- Some road reconstruction required
- Possibility of impacts to Ben Nobleman Park or properties on the south side of Eglinton Avenue West

4b

Eastbound-Only Access

- Remove westbound access to the on-ramp to reduce conflicts. Only eastbound left-turns would be permitted
- Maintain existing north-south pedestrian crossing
- Close on-ramp and off-ramp crossings, pedestrians would use Cedarvale Station tunnel
- Relocate north cycle track to two-way format on south side of Eglinton Avenue West, for a short segment around the intersection



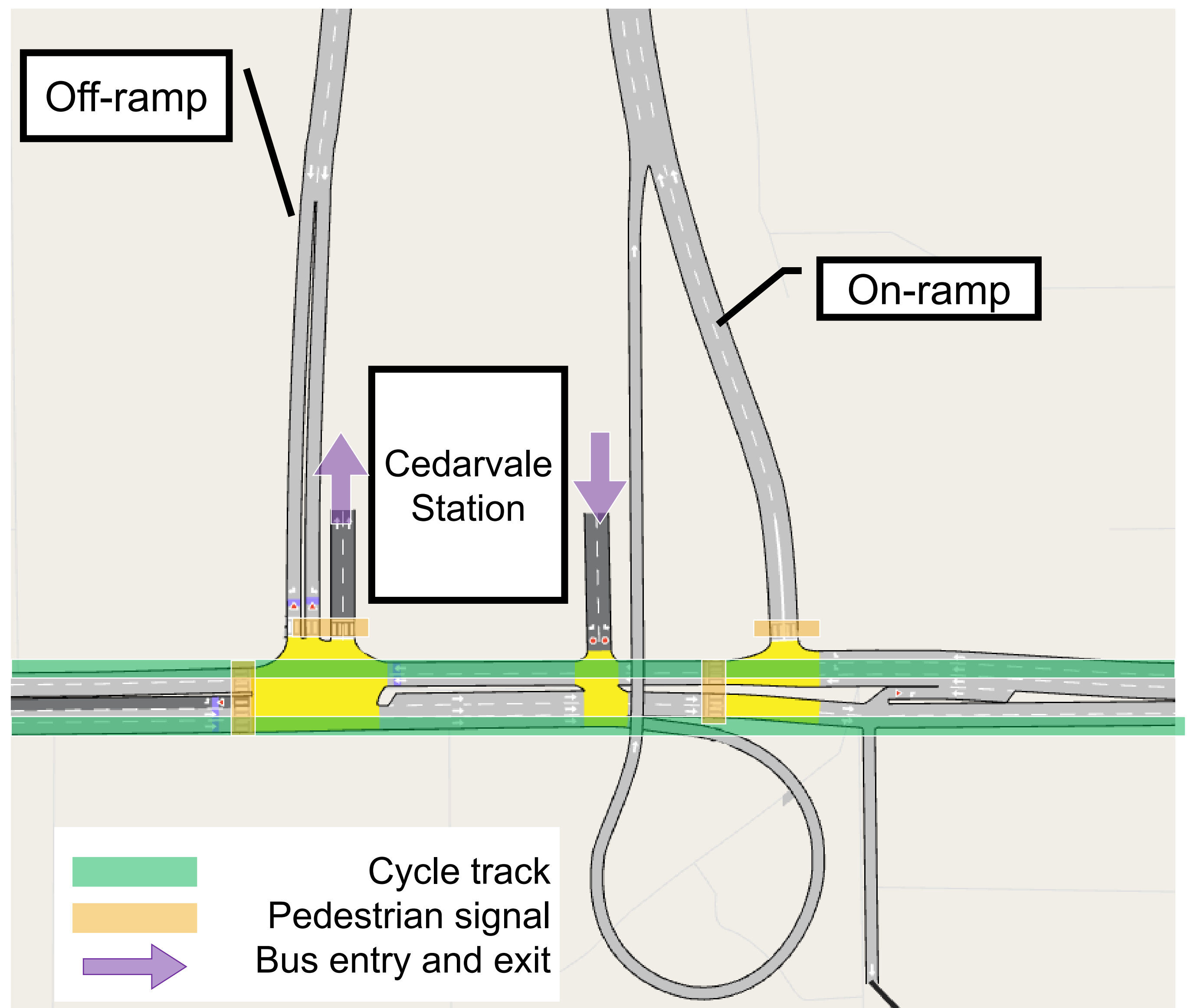
Preliminary Considerations

- Eastbound access to Allen Road has increased capacity due to reduced conflicts with westbound traffic. Pedestrians can cross north-south to the east of the on-ramp without impacting impacting vehicles accessing Allen Road
- Preventing illegal westbound vehicle access of on-ramp may be difficult to enforce
- Restricting westbound access to Allen Road could reduce traffic and infiltration east of Allen Road, however traffic may divert to eastbound access
- Reduces conflict between vehicles and vulnerable road users at the ramps but increases crossing distance and reduces convenience for pedestrians, and increases cycling distance by adding two points when cyclists must cross to the opposite side of the road
- Risk of pedestrians ignoring the crossing closure and attempting unsafe crossings
- Two-way cycle track would have to transition to one-way design at either end of intersection
- Some road reconstruction required
- Possibility of impacts to Ben Nobleman Park or properties on the south side of Eglinton Avenue West

5

Eastbound Interchange

- Build an interchange-inspired inner-loop ramp to accommodate eastbound left-turns from Eglinton Avenue West onto Allen Road
- Maintain on and off-ramp street-level crossings for pedestrians
- Relocate north-south crossing to west of on-ramp
- Maintain cycle tracks on north and south sides of Eglinton Avenue West



An interchange is a road layout where one road goes over or under another, with ramps that let drivers travel from one road to another without stopping or crossing opposing traffic. They're most often used where major roads meet highways.

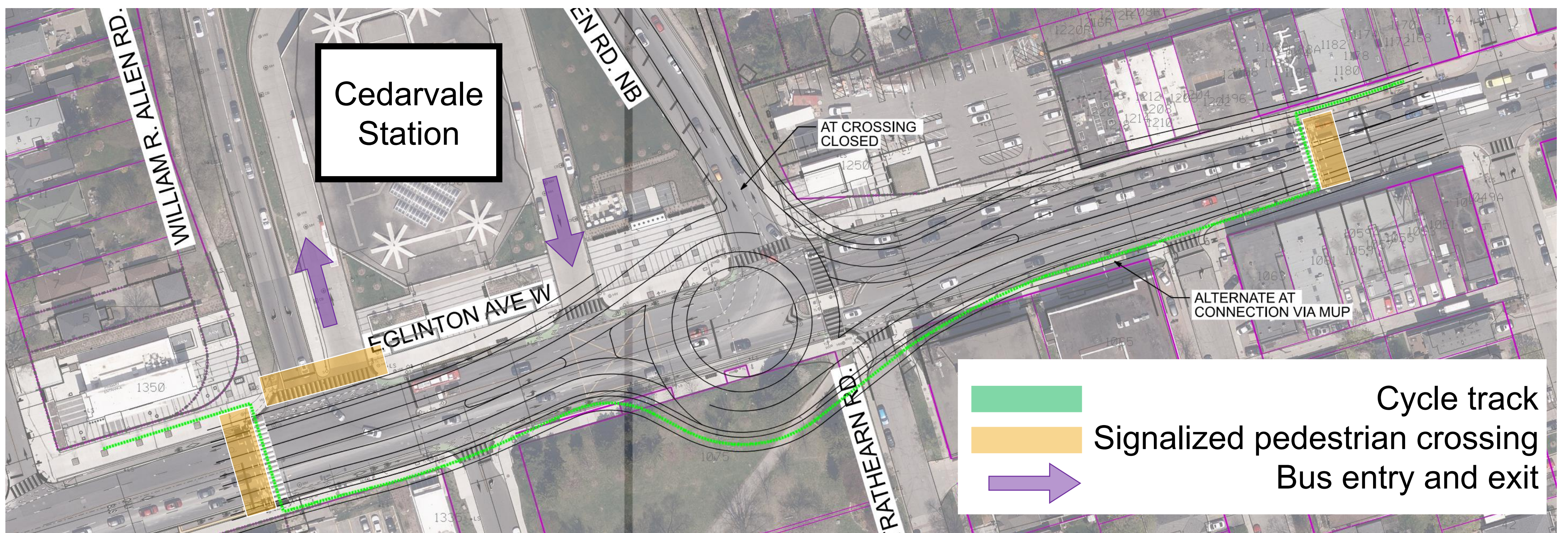
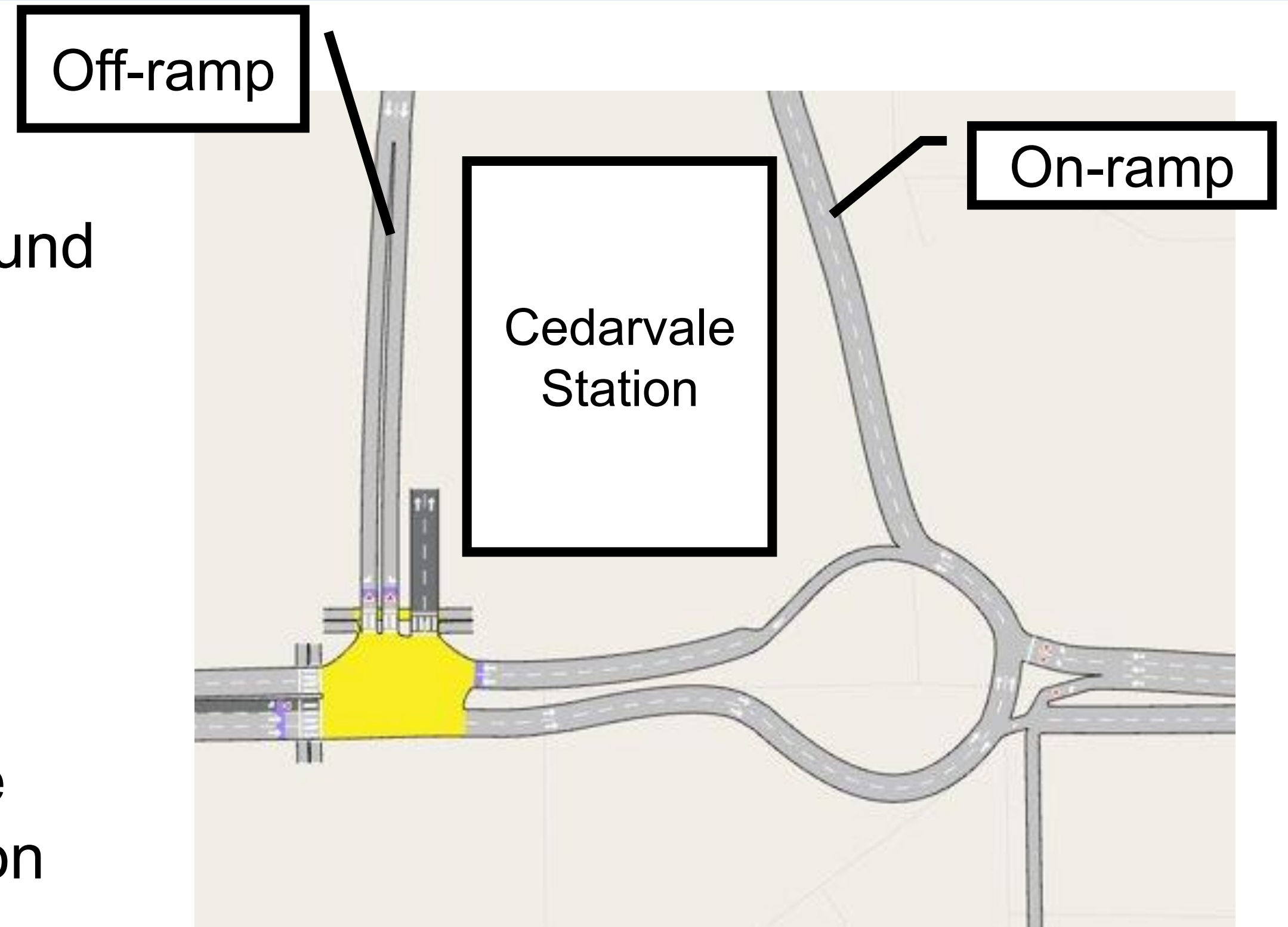
Preliminary Considerations

- Eliminates conflicts with westbound-right turns and street-level crossings for pedestrians and people cycling
- Reduced traffic congestion could improve bus terminal access
- Most existing connections maintained for pedestrians, people cycling and accessing transit. Moving signalized pedestrian crossing to west side of on-ramp reduces connectivity to Beltline Trail and new Cedarvale Station entrance
- Construction of new structures provides elevated complexity in confined space and over live traffic increasing difficulty and cost
- Large impacts to Ben Nobleman Park
- Requires division and agency approvals

6

Roundabout

- Build a roundabout that enables eastbound left turning traffic to free-flow onto the intersection
- Pedestrians would cross via Cedarvale Station tunnel
- Relocate north cycle track to two-way format on south side of Eglinton Avenue West for segment around the intersection



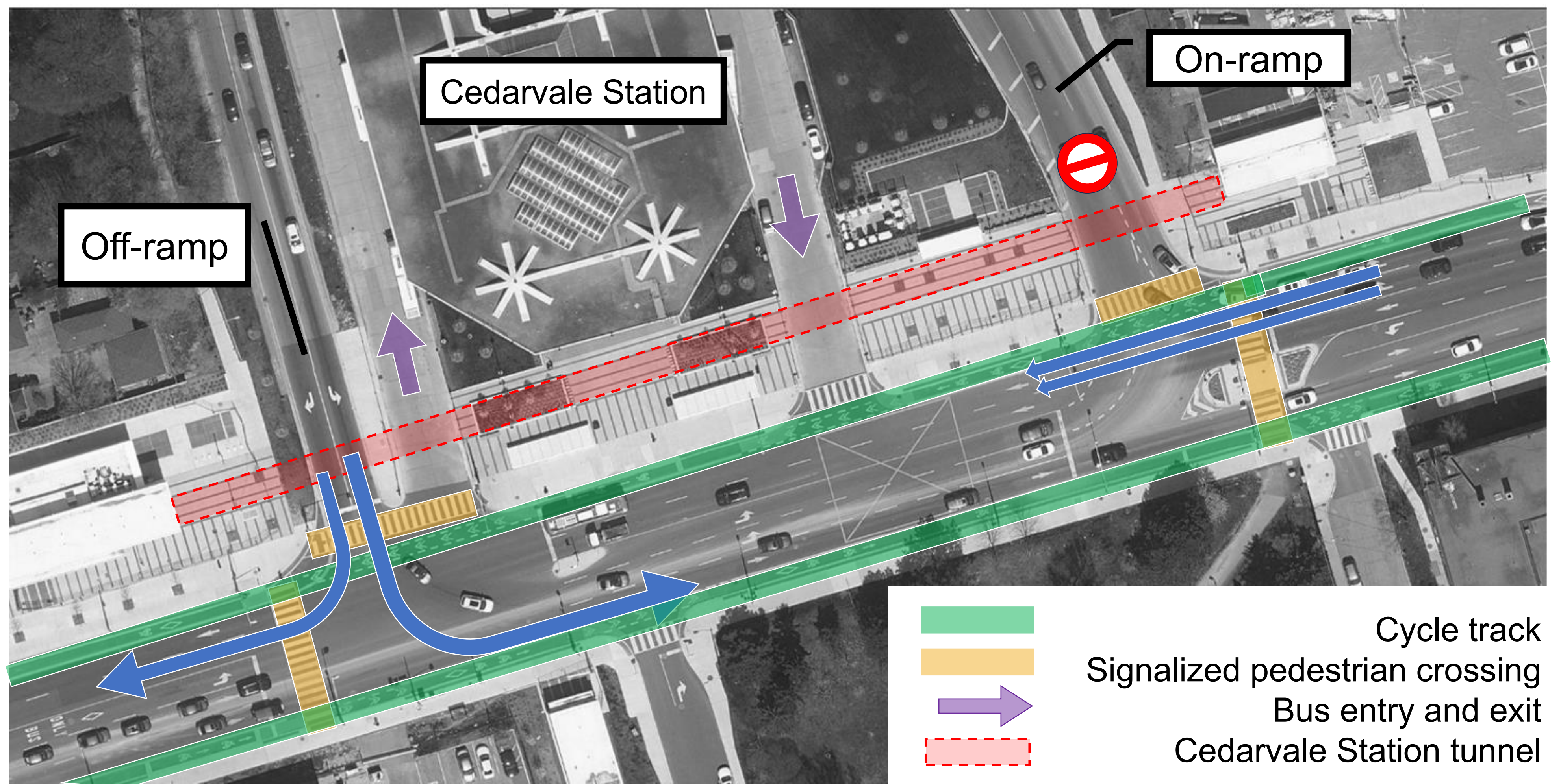
Preliminary Considerations

- Provides more benefit to eastbound traffic, as it does not have to yield to westbound vehicles
- Westbound capacity could be increased by adding a dedicated right-turn channel (not shown in diagram above), though this would have greater feasibility challenges and potential property impacts
- Maintaining bus access to Cedarvale Station could be challenging to accommodate
- Maintaining street-level pedestrian crossings is difficult and poses challenges for safe access and connectivity
- Two-way cycle track would have to transition to one-way design at either end of intersection
- Complex construction and staging requirements significantly increase cost to build. Large footprint impacts may require full property acquisitions
- Requires division and agency approvals

7a

Close Allen Road to Lawrence Avenue (Northbound Only)

- Close access to Allen Road northbound between Eglinton Avenue West and Lawrence Avenue West, requiring traffic to take alternate routes
- Maintain existing pedestrian and cycling crossings
- Time-of-day or temporary closures are potential variations



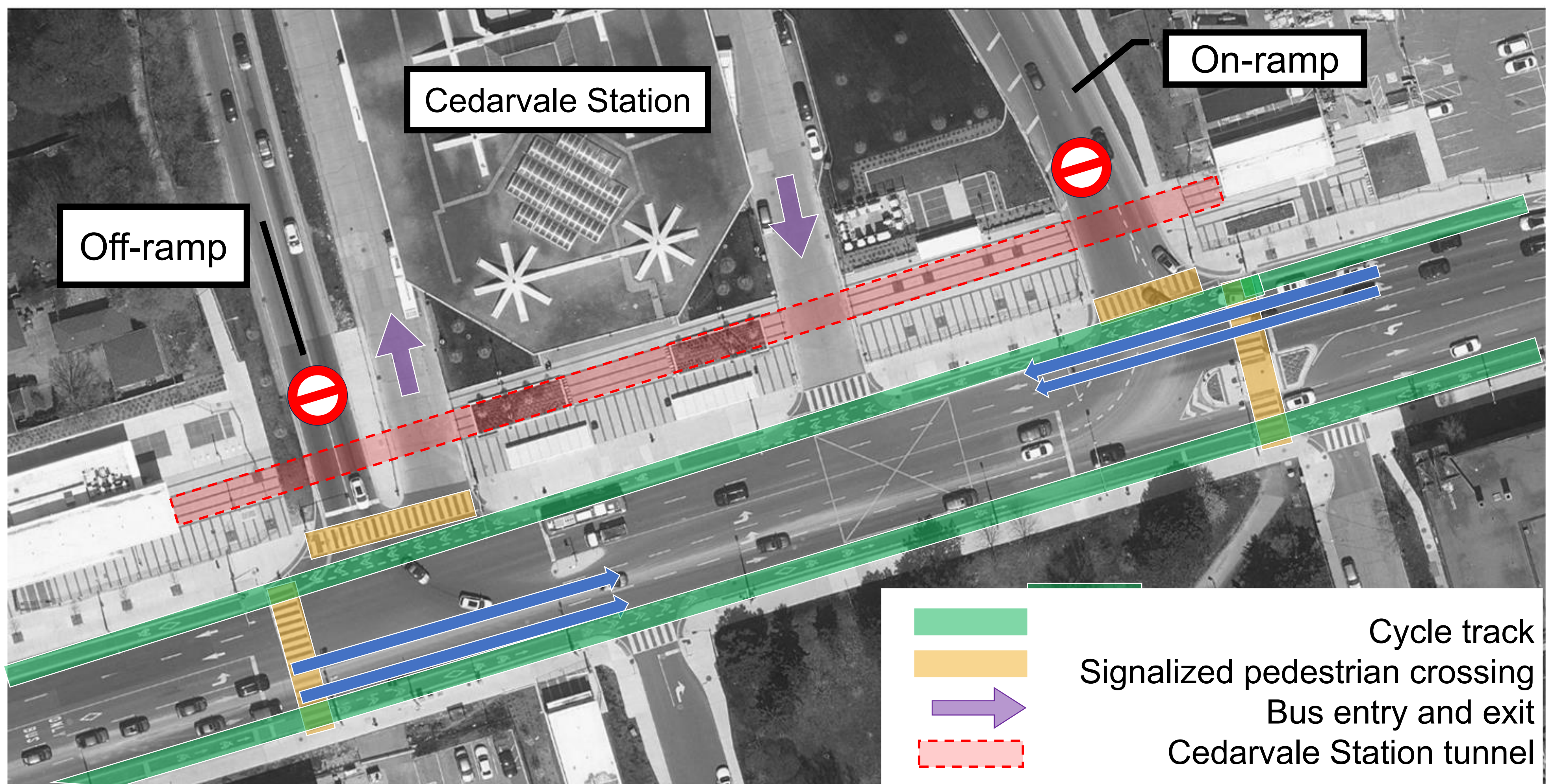
Preliminary Considerations

- Reduces delays and congestion on Eglinton Avenue West
- Reduces infiltration on local streets in the neighbourhood by removing demand to access the area, particularly in the afternoons when volumes to Allen Road are highest
- However, traffic may divert to parallel arterial streets and shift congestion to Lawrence Avenue and Marlee Avenue and Glencairn Avenue areas
- Removes conflicts between vehicles entering and exiting Allen Road and vulnerable road users. Potential to reallocate space towards enhanced public realm

7b

Close Allen Road to Lawrence Avenue

- Close access to Allen Road in both directions between Eglinton Avenue West and Lawrence Avenue West, requiring traffic to take alternate routes
- Maintain existing pedestrian and cycling crossings
- Time-of-day or temporary closures are potential variations



Preliminary Considerations

- Removes all operational concerns related to the Eglinton Avenue West and Allen Road intersection
- Reduces infiltration on local streets in the neighbourhood by removing demand to access the area
- However, traffic may divert to parallel arterial streets and shift congestion to Lawrence Avenue, Marlee Avenue and Glencairn Avenue areas
- Removes conflicts between vehicles entering and exiting Allen Road and vulnerable road users. Potential to reallocate on-ramp space towards enhanced public realm

Draft Detailed Evaluation Criteria

In Stage 2, the project team will finalize the high-level screening, identify a short list of options and conduct a detailed evaluation. The detailed evaluation will use a multi-criteria analysis to evaluate and compare performance across key transportation planning and engineering metrics.

Traffic operations

- Delays, capacity issues, risk of traffic blocking nearby intersections, and overall traffic flow through intersection and secondary area
- Queue lengths and operational bottlenecks
- Improvements in roadway efficiency and travel-time reliability

Transit reliability and priority

- Impacts on buses entering and leaving station
- Overall bus reliability and how well transit priority features, such as signal priority and queue-jump lanes are working.

Safety and comfort

- Pedestrian and cycling safety and comfort along Eglinton Ave W, degree of exposure to high-speed traffic, and connectivity to destinations and other bikeways
- Alignment with Complete Street Guidelines and accessibility for all users
- Crossing designs ensure safe and comfortable movement for pedestrians and people cycling

Equity and accessibility

- Distribution of benefits and impacts for equity-deserving communities and transit-dependent users
- Universal accessibility features and improvements for vulnerable populations

Environmental impacts

- Implications for natural environment (including trees)
- Emissions and noise impacts on nearby homes and institutions

Neighbourhood diversion and livability

- Traffic diversion impacts, including changes in patterns, speeds, and safety on sensitive roadways
- Impacts on locations where vulnerable populations gather (e.g., schools, parks, seniors' facilities)

Property, utilities and constructability

- Right-of-way requirements and potential property impacts
- Complexity of utility relocations and agency approvals
- Ease of construction
- Future study needs

Cost and value

- Capital and lifecycle costs, cost-effectiveness, and alignment with available funding programs

Next Steps & Feedback Process

Next steps following consultation will include:

- Preparation of a consultation report summarizing all activities and feedback received that will be posted to the project webpage
- Review of feedback received, further analysis and finalization of high-level screening and identification of a short list of options
- Detailed evaluation of the short list of options

We want to hear from you!
Fill out the survey at
toronto.ca/EglintonAllen

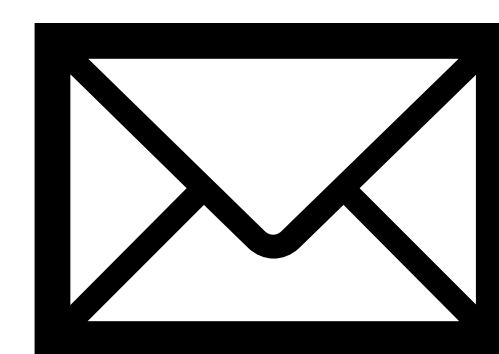
Comment
deadline:
June 14, 2026

- ✓ Provide feedback any time via email, phone or mail
- ✓ Subscribe for email updates to stay up to date on next steps!



Contact:

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