



Provincial Responsibility for the Allen Road Corridor

- An Advocacy Statement by: The Cedarvale & Upper Village Community Group –

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The Allen Road is not a local street. It is a vital transportation corridor that carries approximately 80,000 vehicles per day to and from our provincial highways and surrounding regional networks.

As shown in the chart below, among the five municipal expressways in the Greater Toronto and Hamilton Area (GTHA), the Allen Road exhibits one of the highest traffic densities in the region - 10,667 vehicles per kilometre. This level of usage underscores its role as a key provincial connector that supports the efficient movement of people, goods, and economic activity across the region.

Expressway	Length (km)	Number of Lanes	Speed Limit	Avg Daily Traffic (ADT)	Traffic Density (ADT / KM)
Red Hill Valley Pkwy (Hamilton)	9	4 lanes (2 each way)	90 km/h	92,000 ⁱ	10,222
Lincoln M. Alexander Pkwy (Hamilton)	8	4 lanes (2 each way)	90 km/h	88,000 ⁱⁱ	11,000
Allen Road (Toronto)	7.5	4-8 lanes (varies)	80 km/h	80,000 ⁱⁱⁱ	10,667
Don Valley Pkwy (Toronto)	15	6 lanes (3 each way)	90 km/h	135,000 ^{iv}	9,000
Gardiner Expwy (Toronto)	18	6-8 lanes (varies)	90 km/h	140,000 ^v	7,778

In 2023, the Allen & Eglinton intersection was re-opened after more than a decade of construction and traffic chaos as part of the protracted Eglinton Crosstown LRT Project — a provincial transportation infrastructure initiative led by Metrolinx. The intersection was designed and reinstated jointly by Metrolinx and the City of Toronto, but the resulting 2-lane configuration has proven to be deeply flawed, generating gridlock, long queues onto Allen Road, severe neighbourhood infiltration, and safety and mobility challenges for residents, commuters, and businesses alike.

While the City approved this final 2-lane design, Metrolinx (a provincial agency) was the design and construction lead under a provincially funded project. As such, the province bears a direct share of responsibility for ensuring the intersection operates safely and efficiently and should play an active role in the urgently required redesign and reconstruction efforts now underway.

Why Provincial Support Is Needed Now

Although the City has acknowledged the need to fix the intersection, it has mismanaged both the planning and implementation of solutions for the Allen corridor. The intersection redesign process is moving far too slowly given its regional importance, and despite years of community pressure, little progress has been made toward a functional redesign.



At the same time, the City claims to be facing financial constraints and limited technical capacity, raising serious concerns about its ability to complete the work and deliver a functional intersection in a timely and effective manner. Given that the intersection's flaws originated from a provincially led project and that the Allen serves as a regional connector, it is both reasonable and necessary that the province get involved and contribute financially and technically to ensure the redesign is functional and safe, and reconstruction is completed quickly.

Acknowledging Provincial Leadership

The community recognizes and appreciates recent provincial leadership and cooperation in the area. The Ontario government's recent announcement that, on November 16, 2025, it will open the fare-free underground pathway beneath Eglinton Avenue West (the future Cedarvale Station) - ahead of the LRT's launch - illustrates the positive and necessary impact of provincial action and its vital role in the planning and management of the Allen corridor. This new connection should significantly reduce surface-level mobility conflicts at the Allen & Eglinton intersection, improving both traffic flow and pedestrian safety. This is a welcome and much-needed step toward restoring mobility at one of Toronto's busiest transportation hubs.

In addition, the province's critical involvement in expediting completion of the Gardiner Expressway rehabilitation, which will now conclude 18 months ahead of schedule, demonstrates the importance and effectiveness of provincial leadership when it comes to advancing and delivering critical regional infrastructure. The same proactive approach is urgently needed to resolve long-standing operational and safety issues at Allen Road and Eglinton Avenue West and to plan for the long-term functionality of the Allen corridor.

The Case for Long-Term Provincial Involvement

It is essential to build on this progress and urgently advance a comprehensive surface-level redesign and reconstruction of the Allen & Eglinton intersection. Under the Greater Golden Horseshoe Transportation Plan (to 2051 and 2071), the Ministry of Transportation (MTO) has a clear mandate to "*optimize the efficiency of existing networks*"^{vi} and coordinate transportation systems that move people and goods across the region. The Allen Road fits squarely within this provincial mandate.

Through the Ontario–Toronto New Deal^{vii}, the province has acknowledged the strategic importance of the region's key expressways by committing to the upload of the Gardiner Expressway and Don Valley Parkway to provincial responsibility. This commitment enables improved operational management and accelerated state-of-good-repair work on these key transportation assets. Similarly, the City of Hamilton is currently pursuing provincial oversight of its two expressways, the Red Hill Valley Parkway and the Lincoln M. Alexander Parkway^{viii}, further reinforcing the precedent for provincial stewardship of regionally significant corridors.

The Allen Road remains the last municipal expressway in the GTHA that has not yet been considered for provincial support or uploading — despite carrying comparable traffic densities and directly connecting to Highway 401. These precedents reinforce the logic and fairness of providing the Allen with the same level of provincial attention, coordination and funding.



The Unfinished Business of the Allen Road EA

It is important to note that in 2016, the City of Toronto cancelled the Allen Road Environmental Assessment Terms of Reference (ToR), a foundational planning process mandated in multiple city planning reports, including *Eglinton Connects*, to guide growth along the Allen Road corridor and address the persistent dysfunction at Allen Road and Eglinton Avenue West. The Allen Road Environmental Assessment (EA) was a provincial and municipal matter under Ontario's Environmental Assessment Act, and its cancellation effectively halted long-term planning for the corridor. If the Province was involved in or aware of this process, it reinforces the view that the province bears an ongoing responsibility to ensure the Allen corridor is properly planned, coordinated and integrated into the regional network and that the Allen & Eglinton intersection is safe and functional and fixed immediately with emergency-like attention.

A Shared Responsibility

Accordingly, while jurisdiction of Allen Road technically rests with the City of Toronto at this time, the Province holds both a moral and strategic responsibility to:

1. Contribute resources toward the immediate redesign and reconstruction of the Allen & Eglinton intersection, given its reinstatement under the provincially led Eglinton Crosstown LRT Project; and
2. Initiate a joint review of the Allen Road's long-term governance, including potential provincial uploading as part of an integrated expressway system for the GTHA.

Provincial leadership is essential, not only to correct a flawed intersection created through a provincial project, but to ensure the Allen Road continues to serve as a safe, efficient, and economically vital regional connector for decades to come.

Thank you, and we look forward to working collaboratively with both the Province and the City of Toronto to achieve a solution that reflects the regional importance of this corridor.

Sincerely,

Lora Sloan

The Cedarvale & Upper Village Community Group



Endnotes:

- ⁱ <https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=445427#:~:text=The%20Lincoln%20Alexander%20Parkway%20operates,but%20built%20to%20four%20%2Dlanes.>
- ⁱⁱ <https://pub-hamilton.escribemeetings.com/filestream.ashx?DocumentId=445427#:~:text=The%20Lincoln%20Alexander%20Parkway%20operates,but%20built%20to%20four%20%2Dlanes.>
- ⁱⁱⁱ <https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/allen-road/>
- ^{iv} <https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/don-valley-parkway/>
- ^v <https://www.toronto.ca/services-payments/streets-parking-transportation/road-maintenance/bridges-and-expressways/expressways/gardiner-expressway/about-the-gardiner-expressway/>
<https://prodwebsites.ttrbot.blob.core.windows.net/prod-medialibrary/bot/media/pdf/congestionplaybook/downtown-toronto-congestion-study-parsons.pdf>
- ^{vi} 2041 Regional Transportation Plan (Metrolinx) (p.32)
https://assets.metrolinx.com/image/upload/v1663237694/Documents/Metrolinx/20180308_BoardMtg_Draft_Final_2041_RTP_EN.pdf
- ^{vii} https://www.toronto.ca/news/city-of-toronto-and-province-of-ontario-announce-update-for-gardiner-expressway-acceleration-and-reallocation-of-funds-as-part-of-the-ontario-toronto-new-deal/?utm_source=chatgpt.com
- ^{viii} https://www.thespec.com/politics/provincial/it-s-only-fair-premier-doug-ford-says-hell-consider-takeover-of-hamilton-s-parkways/article_b41a9100-b61d-556f-8980-1213d334d54a.html