



May 2, 2024

**Re: Infrastructure and Environment Committee Meeting.  
Eglinton Today Complete Street Project**

My name is Sophie Milman and I am here to speak as a representative of the Cedarvale and Upper Village Community Group, Ward 12 and Ward 8. We live and work around Allen Rd and Eglinton Ave.

We have been involved in consultations with the City about our traffic woes and the Complete Street for several years. The design of this street programming project is absolutely crucial to our neighbourhood's safety.

**We want to thank City management and staff for acknowledging the complexity of the area and the attention now paid to it.**

The Allen and Eglinton interchange is at the heart of our neighbourhood. As a result,

- Our arterials funnel tens of thousands of cars to and from the Allen, which connects our system of provincial highways to the core of the city.
- Because of the Allen, our neighbourhood draws long range commuters and industrial vehicles, including flat beds and 18-wheelers. These will not disappear with the opening of the Crosstown LRT.
- If our arterials are clogged and unable to move cars efficiently, dangerous traffic will inevitably occupy our residential streets.

We are a giant vehicular draw and will continue to draw considerable volumes with development and intensification. The implications of the proposed Complete Street design in our area, which will see Eglinton narrowed, worry us. Businesses will not thrive on a street avoided by patrons due to gridlock. With reduced capacity, the traffic pressure will inevitably spill into residential pockets.

The 12 year long (and counting) LRT construction has been unbearable, and for years, our neighbourhood has experienced bumper to bumper traffic that stretches from Old Forest Hill road east of Bathurst to just west of Oakwood and along residential streets. Residents have been unable to access their driveways or pick up their children from school. Drivers, frustrated by long wait times, drive on the wrong side of the street, speed, and make illegal U-turns just to make some headway. Undue delays and/or erratic driver behaviour have resulted in several life-altering injuries to pedestrians and at least one death that stemmed from EMS delay at the Allen.

The reinstated Allen and Eglinton intersection has failed to alleviate traffic pressures because of its flawed design. It depends, completely, on the presence of traffic wardens and even then fails to deliver proper flow. City management agrees with this assessment. Poor design stems from poor planning: over the past 13 years, the City canceled multiple planned studies of our challenging area, including the Allen Road environmental assessment, which was mandated by the original EglintonConnects.

**From the beginning, we have said that in order to rehabilitate our neighbourhood AND inform a functional Complete Street design, the city must undertake a comprehensive study that considers: Level of Service, traffic volumes, neighbourhood infiltration, use-over-time projections, residential intensification data, and origin-destination analysis. Continuing to do infrastructure planning in our area piecemeal has implications of municipal importance, and compromises long-standing safety and functionality.**

**We are pleased that the City has listened to our concerns and made special mention of the vicinity of Allen and Eglinton in its report to the IEC, but are concerned that this lacks specificity.** The report states, and I quote: "In the vicinity of the Eglinton Avenue and Allen Road intersection, the complete street project for the section between Old Park Road/Glen Cedar Road and Marlee Avenue would be implemented only after adjustments are made to improve traffic operations at the intersection."

No mention of an area wide study of the scope discussed at our many Stakeholder Advisory Group meetings, site visits, or email exchanges.

Operational improvements to Eglinton/Allen intersection are vital, but they must be part of a comprehensive, neighbourhood wide study. Only AFTER the intersection is made reliably functional AND AFTER consistent monitoring of neighbourhood infiltration is done, can the city model the viability of complete street infrastructure at the mouth of an expressway.

The report states that the City will delay the implementation of cycling infrastructure from Marlee to Old Park/Glen Cedar Rd. The delay is encouraging but this stretch does not properly capture the area of concern. We have repeatedly shown City staff that the congestion, residential infiltration, and parking issues encompass the entire stretch from Oakwood to Bathurst. We think that installing the Complete Street east of Old/Park and west of Marlee, as planned, without proper study and before the functionality of the Allen and Eglinton intersection is reliably improved, will make things worse.

It is not too late to rethink the City's approach to our small- less than 2 kilometers- but complex section of Eglinton, and commit to a plan that addresses our area with sensitivity and specificity. We ask that this is done before any infrastructure is implemented in the vicinity of the Allen and Eglinton intersection.

- **Conduct a comprehensive study of the area surrounding Allen and Eglinton that encompasses levels of service, traffic volumes, and neighbourhood infiltration patterns in order to implement prudent and reasonable modifications to the intersection.**

- **Conduct in-depth modeling of complete street designs in our challenging area. Take into account creative and curated street reprogramming and cycling network alternatives. Measure the impact on level of service, traffic volumes, and neighbourhood infiltration.**
- **The recently approved Marlee Avenue Area Study, which includes the Eglinton and Marlee intersection, provides an excellent opportunity to study our area as well.**

By undertaking this approach, we believe residents will be happier and safer, businesses will feel greater confidence in investing here, projects won't need to be redone, and constituents will be much happier with the ultimate outcome. We share the City's excitement in seeing years of hard work finally bear fruit, but know there's more work to be done to get this right for the residents and stakeholders of Allen and Eglinton.

On behalf of-  
The Cedarvale & Upper Village Community Group