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CEDARVALE UPPER VILLAGE

Hello fellow residents,

The revised signal timing for the Allen & Eglinton intersection was approved by the City's Transportation Department over 2 weeks ago. The changes include a push call button for pedestrian/cyclist crossings at Allen Road. This would give extra time to drivers as the crosswalk light would only be activated in the event a pedestrian/cyclist called for the light to change.

As of last week, the city is still waiting for the electrical engineer to implement the changes. These delays are unacceptable and we, like you, are very frustrated.

We had a meeting with city staff in May, a meeting with the provincial MP, Metrolinx, Crosslinx and City staff in August and have attended meetings onsite with top city management as recently as September. We had a scheduled meeting yesterday afternoon with Josh Matlow and his team, however, it was cancelled at the last minute. It should be rescheduled in short order and we

neighbourhood and pushing for action. This has gone on long enough!

We continue to follow-up relentlessly, with a roster of city staff and upper management, demanding that changes be implemented asap. We've also reiterated our demand for a comprehensive, neighbourhood-wide mobility study to ensure proper data and analysis is used to inform future streetscape infrastructure.

Please see below the latest email sent on October 19th to City and Metrolinx staff. Attached to that email, is a new analytical report we prepared for senior staff and decision makers leveraging Google, Waze and City of Toronto traffic volume data to showcase the current congestion issues and historical traffic trends. Fellow resident and new CUVCG member, Anish Paul was instrumental at putting this together and helping us dive into the data in a very meaningful way. You can see a copy of the presentation [here](#).

To find our other reports and correspondence, go to <http://www.cedarvaleuppervillage.com>.

We understand and empathize with everyone's frustration. We are trying our best to advocate for the

will provide another update as soon as we have some news.

Thank you.

Email sent on October 19th to City and Metrolinx staff:

Good Afternoon All.

It has been almost 2 weeks since we received an update from the city. And it has been almost 5 weeks since we met on-site. We were promised the imminent implementation of the push-call button 5 weeks ago as, according to Traffic Management, Allen/Eglinton was a 'high priority'.

The candlesticks were installed last week at Allen South. And as I drove through backed-up traffic last weekend on Allen South, I noticed that the candlesticks have since been removed. I heard from traffic wardens that they were removed because they were falling or being hit by cars. Communication about their effectiveness (or lack thereof) and what alternative strategies were going to be employed would have been welcome.

We have been unable to answer questions posed by our residents:.

- When is the push button being installed?***
- Are we getting a mobility study done?***
- Are they going to install cycle lanes?***
- Why is traffic as bad now as it was during construction?***

During our meeting at MPP Robin Martin's office on August 14th, we asked for an action plan containing action items and timelines. We have yet to understand the plan for our neighbourhood and how the city will address our current

Attached, we have prepared a presentation that analyzes data from city of Toronto records, Google and Waze.

The presentation highlights crucial trends that exist in our area and makes it clear that our area needs proper study and a streetscape design that is based on full understanding of current traffic landscape and anticipated future volumes/patterns.

To achieve this, a comprehensive study must be designed that takes into account not just overall volumes, but trip origin/destinations data. This can be done using Streetlight, a company that already counts the city of Toronto among its clients.

Kindly provide an update and a fulsome plan on how to address these short-term and longer-term action items.



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